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No. 140 FEBRUARY, 1966

Published first Thursday of the month

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Navy's big salvage operation hampered by bad weather

NINETY PER CENT. OF CRASHED SHACKLETON RECOVERED

ONE of the biggest salvage operations by the Royal Navy in Scottish waters has ended with the recovery of more than 90 per cent. of the Royal Air Force Shackleton which crashed into the Moray Firth on December 8.

A new underwater communications system called DUCS (Divers' underwater communications system) was used successfully during the salvage operations. DUCS is a fairly recent development providing two-way communications system between surface and diver. Instead of a microphone and headset there is a bone-transceiver which combines the function of transmitting and receiving. This is placed on the head and was developed from a hearing aid.

The total of more than 90 per cent. of the aircraft has been recovered as part of an attempt to discover what caused it to crash eight miles north of its base at Kinloss, Morayshire. The wreckage, as it has been recovered from the sea bottom, has been taken to Kinloss and a meticulous examination has begun to piece together the fragments so that Ministry of Aviation officials can begin their study.

BODIES RECOVERED

The bodies of six of the eight crew members who died in the crash have been recovered.

Bad weather and heavy swells made lifting operations difficult and hampered divers. Between Christmas and New Year they

were only able to go down on one day because of the weather. The Command Bomb and Mine Disposal team under Lieut.-Cdr. A. J. Fletcher, R.N., were sent by road from H.M.S. Lochinvar, in the Forth, to Alness, and began searching from an R.A.F. launch the day after the crash.

They quickly located the aircraft lying in 120 ft. of water, but the task of finding the scattered wreckage was made easier by employing H.M.S. Iveston, a mine hunter equipped with sonar, which can detect small objects on the sea bed. The ship searched an area of 20 square miles.

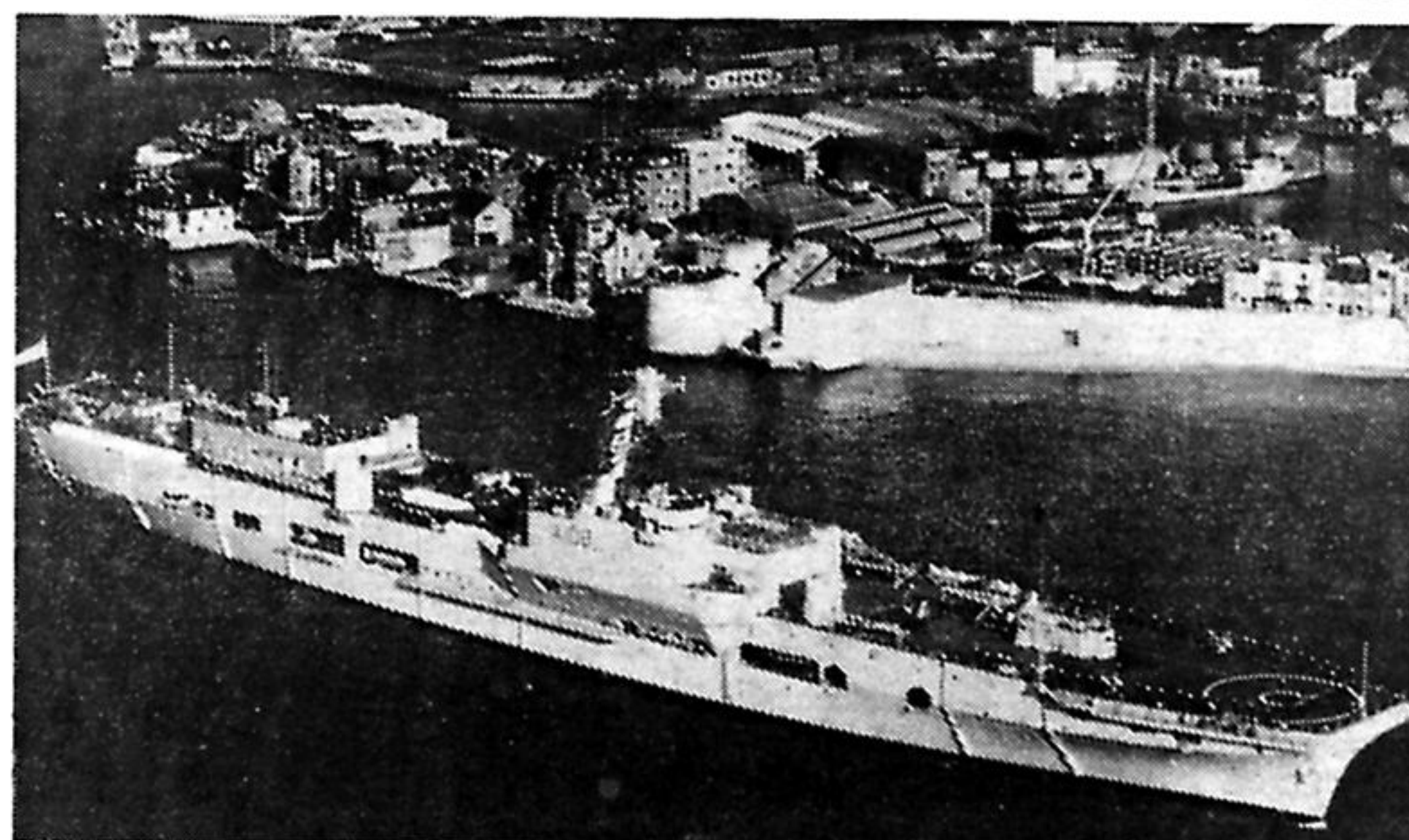
Two salvage ships, H.M.S. Barfield and H.M.S. Barbican, equipped with lifting gear, were

used in the salvage operation, which was conducted by Mr. Ferris Morton, Assistant Salvage Officer, from H.M.S. Safeguard.

NAVAL AND CIVILIAN DIVERS

In addition to the Command Bomb and Mine Disposal team divers, Naval divers from H.M.S. Iveston and civilian divers from the Clyde and Rosyth salvage depots were used to identify the objects located and to assist in their recovery. Just before Christmas the Command Bomb and Mine Disposal team was replaced by divers from the minesweeper, H.M.S. Kirkliston. Early in the New Year the diving teams were reinforced by divers from H.M.S. Dingley, at Portsmouth.

An R.A.F. spokesman at Maritime Headquarters, Pitreavie, said: "The enthusiastic and prompt manner in which this difficult and vital job was tackled by the salvage and diving teams was very much appreciated by the R.A.F."



H.M.S. Triumph, the former aircraft carrier, now Escort Maintenance Ship, leaving Portsmouth for the Far East on February 1, 1965

Triumph—a valuable member of Far East Fleet

DURING the time she has been on the station H.M.S. Triumph has established herself as a valuable member of the Far East Fleet, having taken over the escort maintenance task from H.M.S. Hartland Point.

By the end of her first month on the station four escorts were alongside and receiving assistance. By the end of 1965 no fewer than 37 different periods of planned maintenance were carried out on 23 different escorts of the fleet, either alongside Triumph or Singapore Dockyard.

In addition extensive unprogrammed work was carried out on ships varying in size from aircraft carriers to minesweepers.

Outstanding jobs included a complete boiler clean inside 36 hours by three E.R.As. and 17 M.(E)s., working in three watches in an escort which was in from patrol for only 48 hours.

and the renewal of bearings on an engine-room axial fan inside 11 hours, working starting at 1600 and being completed at 0300.

SPLENDID 'DOMESTIC' SUPPORT

The maintenance teams have been backed by a hard-working ship's company which has provided the essential 'domestic' facilities. Up to 1,000 extra meals at a time have been provided by the galley staffs where 556,400 lb. of potatoes, 48,000 sausages and 274,080 eggs were used inside nine months. Over 152,000 men were victualled—drawing 109,640 tons of rum.

Relief from the continuous task has been provided by three

PAY INCREASED BY 12½ PER CENT.

THE concern felt by members of the Forces when the Government referred the biennial review of the Services' pay to the Prices and Incomes Board was dispelled on January 28 when the Board recommended increases of about 12½ per cent. in pay and allowances.

The increases will come into effect, in full, in April this year.

When the Grigg formula was instituted some years ago it was laid down that there should be comparability between the Services and their civilian counterparts, but comparisons made at the last review showed that the Services were lagging behind by some 18 per cent.

In relation to total service emoluments, in which marriage and ration allowances are included, the overall figure was 12½ per cent., but this does not mean that all members of the Forces will receive the same proportional increase.

Examples of the new basic

rates, compared with the old rates (in brackets) are:

Ord. Sea.—183s. 9d. per week (157s. 6d.). P.O.—Single, 337s. 9d. per week (287s.), married, 499s. 11d. (449s. 9d.). C.2.O.—Single, 379s. 9d. per week (322s.), married, 547s. 2d. per week (489s. 5d.). Sub-Lieut.—£730 per annum (£630). Lieut.—Single, £1,277 p.a. (£1,095), married, £1,882 p.a. (£1,700). Cdr. (after 8 years)—Single, £2,455 p.a. (£2,053), married, £3,170 p.a. (£2,768). Capt. (after 8 years)—£3,695 (£3,212).

The report refers to the unsatisfactory state of current recruiting and re-engagement, which appears to be deteriorating. It feels that improvement in pay alone will not solve this problem, but undoubtedly inadequacy of pay was a major factor.

The Pay and Incomes Board state that the Services had effected considerable economies in, and more effective employment of, manpower, going on to say that the Navy had considerably reduced the ratio of time in harbour to time at sea. (With this finding there will be no disagreement by the men in the Service.)

It is understood that details are being worked out for a 'Separation Allowance' and that there are to be increases in flying and submarine pay, and pensions and terminal grants will go up. These details are expected to be announced in the near future.

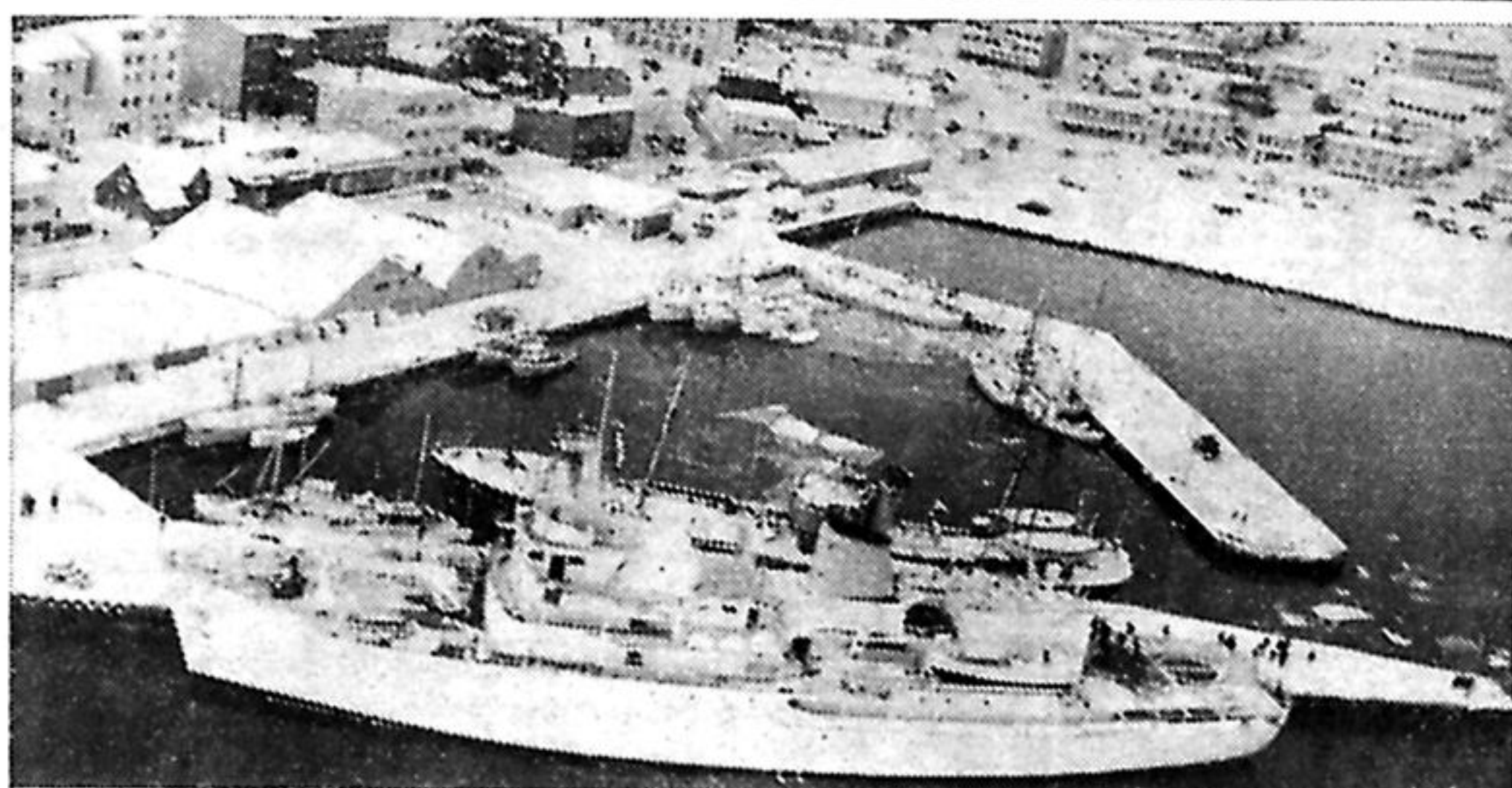
(Editorial Comment—Page 2)

Londonderry on way home

ON her way home from the Far East, H.M.S. Londonderry, (Cdr. A. J. Soames, R.N.), the 'Rothesay' class anti-submarine frigate (2,560 tons, full load), received a distress message while in the Straits of Malacca.

The Greek ship Irene Exinlas had asked for a doctor to attend to a sick seaman. Londonderry's medical officer was sent to the ship and he diagnosed a case of acute appendicitis. The sick seaman was taken by helicopter to Penang, and Londonderry continued on her way home.

She is expected to arrive at Portsmouth on February 18.



The new dual purpose deep ocean survey vessel, H.M.S. Hecla. Of merchant ship design she was laid down at the Blythswood, Glasgow, yard on May 6, 1964, launched on December 21, 1964, and completed on August 24, 1965

WHITE WELCOME FOR HECLA

H.M.S. Hecla, first of the Navy's new Ocean Survey Ships pictured at Akureyri, Northern Iceland, during a week's official visit to the land from whose volcano—Mount Hekla—she derives her name. It was the Plymouth based ship's first visit to a foreign country, and took place whilst engaged on international oceanographical and geophysical research in the Shetland, Faroe, Iceland area.

While in Icelandic waters some of the coldest weather on record was experienced.

Like her sister ships—Hecate and Hydra—she is a dual purpose deep ocean survey ship. Hecla has a helicopter in her bows, a helicopter flight deck and hangar, a garage and two scientific laboratories. She can drill sample cores from the sea bed at 33,000 ft. Cable on

another of her winches will plumb the deepest sea chasms known to oceanographers.

In addition to her deep water work, the ship can survey coastal areas. Hence the garage to house a Land-Rover and trailer for use by scientists whose work will take them ashore.

The bow propeller—still a novelty in ship design—gives greater powers of manoeuvre.

Like her sister ships the Hecla has an overall length of 260 ft. and a displacement of 2,800 tons. With a range of 12,000 miles at 14 knots, she has a complement of 117 officers, scientists and ratings.

(Hecla's United Kingdom base is Devonport. For news of the Plymouth Command, see centre pages.)

FOR
 PLYMOUTH
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 PAGES

brief visits to Hong Kong. During the second visit the ship's divers earned considerable praise for their recovery work under difficult and dangerous conditions after a tragic air crash.

The sporting activities have been many and varied and support has been excellent.

U.S. CARRIER WILL NEED ONLY ONE FUELLING

THE Congress of the United States has authorised the laying down of another nuclear-powered aircraft carrier.

The new carrier, of about 64,000 tons, is to be powered by two reactors, and will not need refuelling during her lifetime—expected to be about 25 years. This would make her virtually independent of shore bases, for all storing, ammunition and the like, could be done at sea.

The cost of the new ship is likely to be about £133 million.

Existing nuclear-powered surface vessels are fitted with one reactor and this needs a new core about every four years.

Navy News

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ACCOUNTS, ADVERTISEMENTS,
CIRCULATION & SUBSCRIPTIONS:
'Navy News' Accounts and
Circulation Office,
c/o Gale & Polden Ltd.,
Edinburgh Road, Portsmouth,
(Tel.: Portsmouth 22052).

Alterations, Cancellations or Amend-
ments to Bulk, Standing or Subscribers'
Orders can be accepted up to ten days
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Thursday in the month.

IN its report on the pay of the Services the Prices and Incomes Board commented—"the concept of productivity cannot be applied in any real sense to the Forces."

But, the report goes on, the Board's attention was drawn to the more exacting conditions under which the Armed Forces are now operating. The incidence of overseas commitments in recent years has amounted, in effect, to running wartime operations under peacetime conditions of service.

This, combined with manpower shortage, has meant that those actually involved in such operations have been stretched to the full, while those not directly involved have had to cover additional commitments.

SPECIAL FEATURES

With these comments the Servicemen will agree. As the Board stressed there are special features of service life, and these special features—danger, frequent movements and separations—must be paid for.

Officers and men are in short supply (the re-engagement rate is not reaching the desired quota and recruitment was "unsatisfactory and appears to be deteriorating"), commitments are heavy, and the complicated electronic equipment in our fine modern 'push-button' ships, all combine to keep the modern sailor 'on his toes' for such long periods that the '40-hour week' would seem a real rest cure.

For the young, adventurously-inclined man, the frequent moves around the world are 'just the job', but for the older, senior married man with home responsibilities, the moves, although part of his life, are often used by his wife and family as a reason for leaving the Service.

Most wives, of course, realise that a Navy man has to go to sea, and accept the situation, realising that the Service is a secure, well-paid job with a small pension at a comparatively early age, but when stresses and strains do come along, then, if the Serviceman's pay has fallen much below the civilian, who is home every evening and, nominally at least, working less hours, then the boot is on the other foot, and a conflict of loyalties is involved which, in many cases, results in the loss to the Service of a good man.

The result of the Defence Review is expected this month. The Secretary of State for Defence is anxious to reduce the Navy's commitments and, if he is successful in his aims, there could be a slight amelioration of the work, but whether this is so or not there is no doubt that the increases of pay recently announced have been well and truly earned.

DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

LEOPARD (A/A Frigate), February 3 at Portsmouth. General Service Commission. Home/Far East/Home/South America and South Atlantic 30th Escort Squadron, U.K. Base Port, Portsmouth.

CLEOPATRA (A/A Frigate), February 8 at Devonport. General Service Commission. Home/Far East/Home/Med. U.K. Base Port, Devonport.

KENT FLIGHT, February 10 at Portland. General Service Commission. Wessex.

MAXTON (M/H Conversion), February 25 at Devonport. Local Foreign Service (Far East), 11th M/S Squadron vice Kidarton, (E).

KIRKLISTON (M/H Conversion), February (tentative date) at Chatham. Foreign Service (Middle East), 9th M/S Squadron (under consideration). Senior Officer in October, (E).

LLANDAFF (A/D Frigate), February 24 at Devonport. Home Sea Service, (Foreign Service from date of sailing—Far East), 26th Escort Squadron, (A).

PENELOPE (A/S Frigate), March 1 at Devonport. Port Service, L.R.P. complement.

LONDON FLIGHT, March 3 at Portland. General Service Commission. Wessex.

MALCOLM (A/S Frigate), March 3 at Rosyth. Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth.

STRIKER (L.S.T.), March 7 at Aden. Foreign Service (Middle East), Amphibious Warfare Squadron, (B).

RENTLESS (A/S Frigate), March 17 at Devonport. General Service Commission (Phased), Home/Far East/Med. U.K. Base Port, Devonport.

NAIAD (A/S Frigate), March, 20th Frigate Squadron, U.K. cooks (S) replace Maltese.

FORTH (S/M Depot Ship), March 24 at Chatham. Local Foreign Service (Far East) (C).

HYDRA (Surveying Ship), March 29 at Glasgow. General Service Commission. Home/N. Atlantic/Far East, U.K. Base Port, Chatham, (A).

KEPPEL (A/S Frigate), April at Gibraltar. Local Foreign Service, L.R.P. complement.

LOWESTOFT (A/S Frigate), early April, U.K. Cooks and Stewards replace Chinese.

CALTON (C.M.S.), April 6 at Aden. Foreign Service (Middle East), 9th M/S Squadron, (E).

PHOEBE (A/S Frigate), April 13 at Glasgow. General Service Commission. Home/Far East/Home/Med. Captain (D), 30th Escort Squadron, U.K. Base Port, Chatham.

SIRIUS (A/S Frigate), April 19 at Portsmouth. Home Sea Service/Foreign Service (Far East) from date of sailing, 24th Escort Squadron, (A).

JAGUAR (A/A Frigate), mid-April at Chatham. Port Service, L.R.P. complement.

MINERVA (A/S Frigate), end April at Newcastle. General Service Commission. Home/Far East/Home/Med. U.K. Base Port, Chatham, (A).

IVESTON (M/H), April at Devonport. Foreign Service (Middle East), 9th M/S Squadron (under consideration), (E).

YARMOUTH (A/S Frigate), early May at Chatham. Port Service. Special refit, Dockyard control.

WHITBY (A/S Frigate), May (tentative date), at Portsmouth. Home Sea Service (Phased), 20th Frigate Squadron, U.K. Base Port, Portsmouth.

NUBIAN (G.P. Frigate), May 12 at Portsmouth. General Service Commission. Phased. Home/Middle East/Home/West Indies, 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B).

FIFE (G.M. Destroyer), May at Glasgow. General Service Commission. Home/Far East/Home, U.K. Base Port, Portsmouth.

DECOY (Destroyer), May at Portsmouth. Port Service Trials crew. To Reserve on completion.

HARTLAND POINT (E.M. Ship), May at Rosyth. Port Service. Trials crew. To Reserve on completion.

ROTHESAY (A/S Frigate), May 30 at Portsmouth. Port Service Special refit, Dockyard control.

LINCOLN (A/D Frigate), June (tentative date) at Devonport. Port Service, L.R.P. complement.

PROTECTOR (Ice Patrol Ship), June at Portsmouth. General Service Commission. Home/South America and South Atlantic, U.K. Base Port, Portsmouth.

SIRIUS FLIGHT, June at Portland. Foreign Service. Wasp.

DARING (Destroyer), June at Devonport. Port Service for trials. General Service Commission. Home/Far East/Home/W. Indies, August, 29th Escort Squadron, U.K. Base Port, Devonport.

BARROSA (A/D Conversion), June at Devonport. General Service Commission (Phased), Home/Far East/Home, 24th Escort Squadron, U.K. Base Port, Devonport, (A).

UNDAUNTED (A/S Frigate), June at Chatham, for trials. Commissions August, 2nd Frigate Squadron, U.K. Base Port, Chatham, (C).

KEDLESTON (C.M.S.), June at Aden. Towing Crew to United Kingdom.

YARNTON (C.M.S.), July 1 at Chatham. Foreign Service (Middle East), 9th M/S Squadron, (E).

CHICHESTER (A/D Frigate), July 9 at Singapore. Foreign Service (Phased), (Far East), 24th Escort Squadron, (A).

LOCH FADA (Frigate), July at Singapore. Foreign Service (Phased) (Far East), 26th Escort Squadron, (A).

ESKIMO (G.P. Frigate), July 28 at Chatham. General Service Commission (Phased), Home/Middle East/Home/W. Indies, 9th Frigate Squadron, U.K. Base Port, Chatham, (B).

HARDY (A/S Frigate), GRAFTON (A/S Frigate) and RUSSELL (A/S Frigate), July U.K. Cooks (S) replace Maltese, 20th Frigate Squadron.

PLYMOUTH (A/S Frigate), mid-August, at Portsmouth. Port Service. Special refit, Dockyard control.

GLAMORGAN (G.M. Destroyer), end August at Newcastle. General Service Commission. Home/Far East/Home, U.K. Base Port, Portsmouth.

CAMBRIAN (Destroyer), August 25 at Portsmouth. General Service Commission (Phased), Home/Far East/Home Med, 29th Escort Squadron, U.K. Base Port, Portsmouth.

EURYALUS (A/S Frigate), September at Devonport. General Service Commission (Phased), Home/Far East/Home Med, Capt. (D), U.K. Base Port, Devonport, (C).

GURKHA (G.P. Frigate), September 1 at Rosyth. General Service Commission (Phased), Home/Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth, (B).

MINERVA FLIGHT, September at Portland. General Service Commission. Wasp.

PENELOPE (A/S Frigate), September (tentative date) at Devonport. Port Service for trials. Commission date uncertain, U.K. Base Port, Devonport, (C).

GALATEA (A/S Frigate), September 29 at Portsmouth. General Service Commission (Phased), Home/Far East/Home/South America and South Atlantic, Capt. (D), 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

ALBION (Commando Ship), October at Portsmouth. Home Sea Service/Foreign Service (Far East) from date of sailing, U.K. Base Port, Portsmouth, (C).

CRAYFORD (Destroyer), October 6 at Devonport. General Service Commission (Phased) Home/Far East/Home/W. Indies, 27th Escort Squadron, U.K. Base Port, Devonport, (C).

TROUBRIDGE (A/S Frigate), October 6 at Chatham. General Service Commission (Phased), Home/Med/Home/Far East, 27th Escort Squadron, U.K. Base Port, Chatham, (C).

AGINCOURT (Destroyer), October 6 at Portsmouth. General Service Commission (Phased), Home/Far East/Home/Med, 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

BEACHAMPTON (C.M.S.), October at Aden. Foreign Service (Middle East), 9th M/S Squadron, (E).

BURNSTON (C.M.S.), October at Aden. Foreign Service (Middle East), 9th M/S Squadron, (E).

DEVONSHIRE (G/M Destroyer), October 6 at Portsmouth. General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth.

INTREPID (Assault Ship), October 20 at Clydebank. Home Sea Service/Foreign Service (East of Suez) from date of sailing.

DUNCAN (A/S Frigate), October 27 at Rosyth. Port Service for trials. To Reserve on completion.

CHAWTON (C.M.S.), November at Bahrain. Foreign Service (Middle East), 9th M/S Squadron, (E).

URSA (A/S Frigate), November 24 at Devonport. General Service Commission (Phased), Home/Far East/Home/Med, 8th Frigate Squadron, U.K. Base Port, Devonport.

DAMPIER (Surveying Ship), November at Singapore. Foreign Service (Far East), (C).

NOTES: The term 'U.K. Base Port' means the port at which the ship may normally be expected to give leave and refit.

As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in particular ship.

Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards, (C)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards, (D)—Cooks (O) and Stewards only, (E)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards, (F)—Leading Cooks (S) and Stewards only.

H.M.S. Whitby returned to Portsmouth on January 26 after 14 months in the Far East.

Music - and news - wherever she goes

THERE can be no excuse for the 2,700 officers and men of the Royal Navy's largest warship, the aircraft carrier H.M.S. Eagle, not knowing what is going on in the outside world, for the ship's broadcasting service, the Eagle Broadcasting Corporation, provides continuous news and entertainment from 6.30 a.m. to 10.30 p.m. every day.

There are two channels on the ship's internal radio system, one of which relays the B.B.C. Overseas Service when reception is satisfactory, use being made of local English, Australian or American stations when reception from the B.B.C. is unsatisfactory.

EVENING PROGRAMMES

The other channel broadcasts taped music from over 1,000 records in the library until 5.30 p.m., when the staff of the B.B.C. takes over, putting on programmes of shows, pop music, requests, interviews and so on. The B.B.C. World News is recorded, edited and read daily at 7 p.m. over the ship's main broadcast so that everyone, on and off watch, can keep up with world affairs.

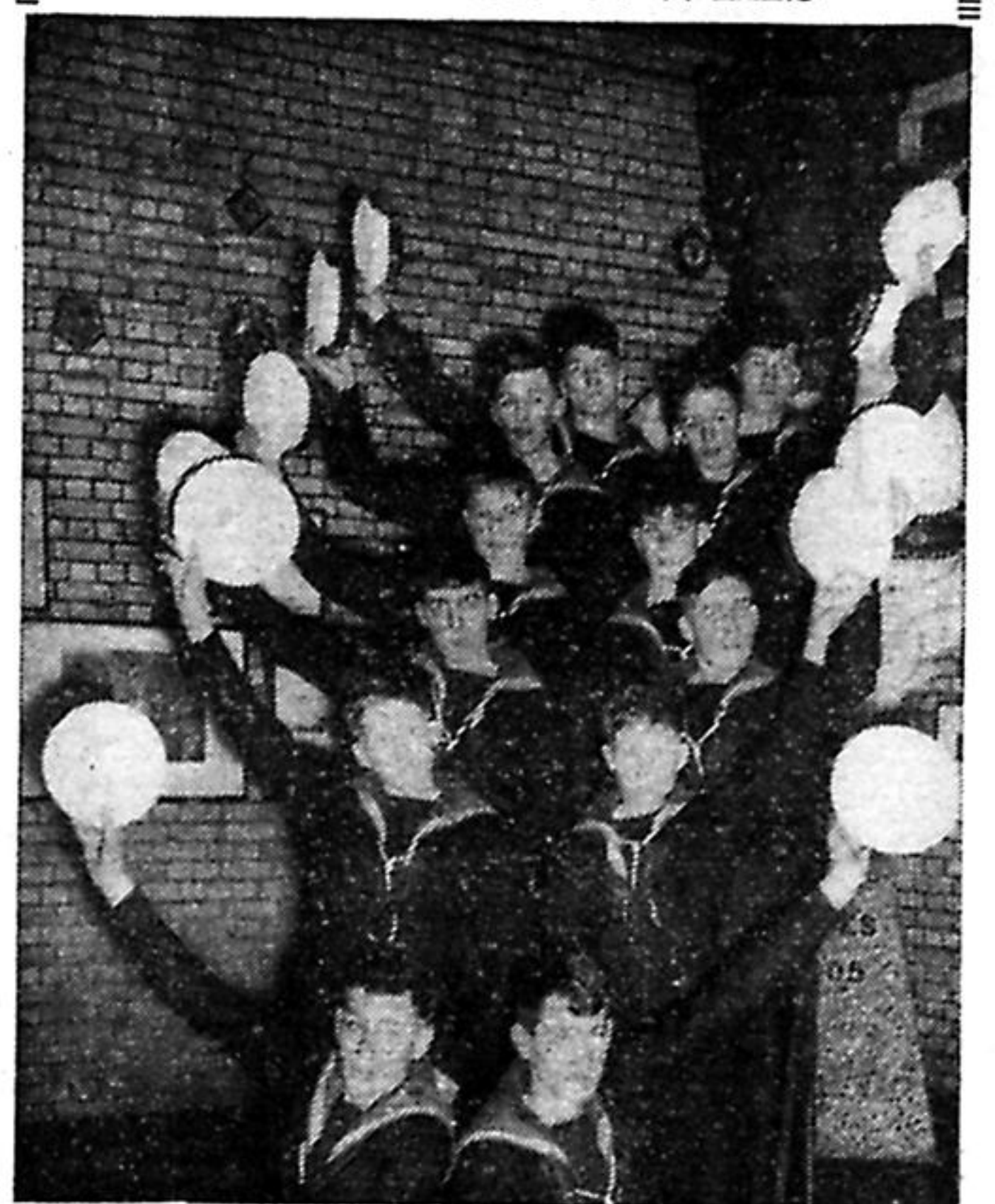
Following the World News is a five-minute Eagle Round-

Up summarising principle events of interest that have occurred on board in the last 24 hours, and also serves as a channel for any important announcements. The ship's broadcast closes with a five-minute epilogue by the Padre.

Over Christmas the "Corporation" prepared some 60 hours of taped Christmas messages from relatives and friends at home, and each evening there is an hour-long programme called "Mud in your ear" of requests and messages from home.

The E.B.C. is run by Lieut. Charles Addis, R.N., of Reigate, and is staffed by five Royal Marines: Musn. "Bob" Bottomley, of Liverpool; Musn. David Jones, of Woking; Musn. Richard Ward, of Maidenhead; Bugler Peter Pullen, of Romsey; and Musn. Michael Jones, of Malawi, Africa.

Sextet of Twins



THERE are six pairs of twins now undergoing training in H.M.S. Ganges, the Royal Naval Juniors' Training Establishment at Shotley, near Ipswich. This is believed to be a record number of twins for any one naval establishment, and certainly more than H.M.S. Ganges has ever had before. All will be going to sea during 1966 after completion of their training in Ganges. From front to back they are: Richard and Christopher James (16½) from Leeds; Ian and Graham Hughes (15½) from Flitwick, Bedfordshire; Ian and Clive Hannan (16) from Bletchley; Keith and Malcolm Miles (15½) from Poole; Peter and Paul Holloway (15½) from Colchester; and David and Dennis Wooff (15½) from Bedale, Yorkshire. In the picture may be seen the figurehead from the second H.M.S. Ganges (1821-1905). This was the last sailing line-of-battle ship in the Navy, being paid off in 1861.



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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone, or call

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Yacht's world cruise

THE Royal Yacht Britannia left Portsmouth on January 17 at the start of the fourth world cruise she has carried out since commissioning in 1954. Twenty-four of the present yachtsmen have been on all of these tours, whilst over half of the ship's company have been on at least one circumnavigation.

Leopard to commission

H.M.S. Leopard commissions at Portsmouth on February 8 under the command of Cdr. J. A. D. Ford, R.N.

Families and friends will gather in the Drill Shed of the Royal Naval Barracks, at 10.45 that day for the reading of the Commissioning Warrant and a religious service. Afterwards the ship's company will go on board for the first day of Leopard's fourth commission.

H.M.S. Leopard has spent the past 16 months in the hands of H.M. Dockyard, Portsmouth, the yard which built and launched her in 1955. The ship has been given an extensive modernisation and the accommodation has been brought up to date.

The commanding officer is a qualified pilot who has spent the last 10 years largely in appointments with the Fleet Air Arm, including the command of a Scimitar squadron. He was promoted to commander on December 31, 1965, is married, and lives at Fareham.

The new commission is to be divided between the Home, Far East and South Atlantic Stations.

During February the Queen accompanied by the Duke of Edinburgh, will be undertaking a tour of the West Indies when 21 visits will be made before Her Majesty's disembarkation at Jamaica on March 6.

From there the Britannia will steam via Panama and Tahiti to Fiji where Queen Elizabeth, the Queen Mother is expected to embark on April 6 for a tour of New Zealand. Her Majesty will disembark at Auckland on May 5.

The Royal Yacht will then return to Portsmouth, stopping for fuel as requisite round the world.

In Memoriam

Ian John Harvey Hails, Able Seaman, P/053617, H.M.S. Diamond, Died December 17, 1965.

Lieut. Peter Gordon Robertson, Royal Navy, H.M.S. Bastion, Died December 19, 1965.

Robert Albert Lockwood, Royal Marine, R.M.23812, Infantry Training Centre, R.M. Lympstone, Died December 20, 1965.

John Clifford Dury, Act. Air Artificer 2nd Class, I/055134, H.M.S. Fulmar, Died December 30, 1965.

William John Gregory Kennedy, Able Seaman, P/J.981474, H.M.S. Terror, Died December 30, 1965.

James Vincent Coulter, Chief Petty Officer, D/JX.760030, H.M.S. Caledonia, Died January 8, 1966.

FRIGATE QUELLS MUTINY

DURING a pay dispute on board the British cargo ship Sudbury Hill (7,140 tons), the ship's Master and chief engineer were threatened with violence, and the Master signalled for help.

An armed boarding party from H.M.S. Dido (Capt. T. W. Stocker, R.N.), boarded the cargo ship on January 15 in the Gulf of Aden, quelling the mutiny without any shots being fired.

Order being restored, the ship, which has a Chinese crew, resumed her voyage.

ONE THAT DID NOT GET AWAY

RECENTLY H.M.S. Blackpool nearly went into the fishing business, for while on patrol in the Malacca Straits she came across a large drift fishing net afloat. As this was an obvious danger to ships' propellers, it was decided to recover it.

The men set to with a will and soon had it on board. The only interesting catch, however, proved to be a small shark which, happily, was quite dead.

The net was handed over to the Malaysian Navy and the fish was the subject of some good fishing photographs. So be warned when any of the Blackpool men start spinning a yarn about the one that did not get away.

NAVY RESCUES REFUGEES

UPON receiving a report from an American Coast Guard plane that a number of people were stranded on the barren island of Bonavista Cay, in the Bahamas, H.M.S. Rothesay, which had been carrying out landing exercises on Anguilla Island, steamed 350 miles to rescue them.

The stranded people, refugees from Haiti, numbering 132, 26 of them women, had been on Bonavista Cay for three days, having made the 300-mile journey from Haiti in a fishing boat.

EXCHANGE OF SHIPS

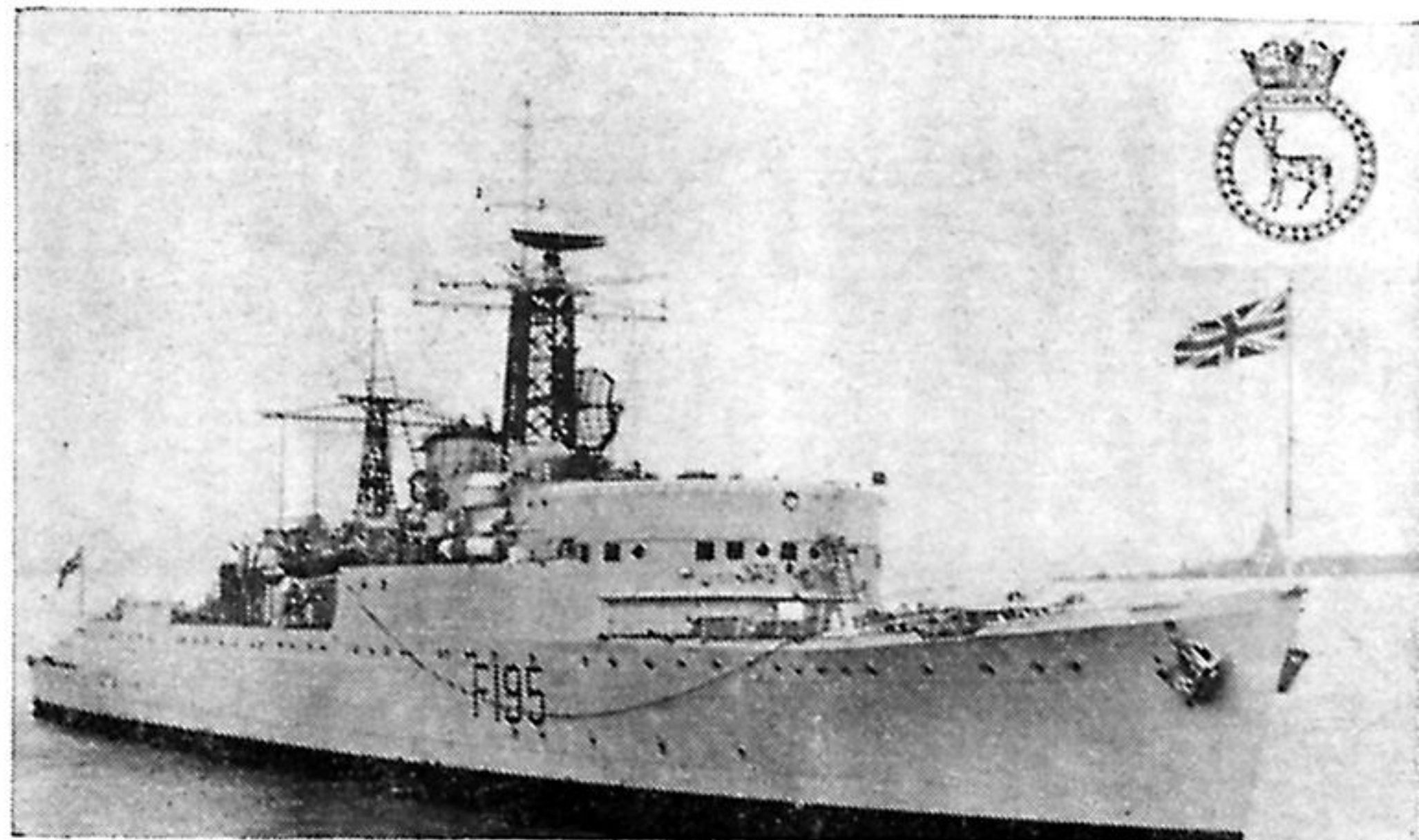
THE following ratings are anxious to exchange ships. Anyone with similar qualifications and same type of service who is interested should write to the applicant direct. In accordance with Defence Council Instructions 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

P.O. V. J. R. Perry, H.M.S. Cochrane, on draft to H.M.S. Minerva, April 26, for General Service Commission. Will change with any P.O. G.I. on draft to any ship on G.S.C. based at Portsmouth.
M.E. I. M. W. Vince, H.M.S. Osprey, will change with any M.E. from H.M.S. Cochrane or H.M.S. Lochinvar.
L.M.(E) John Wishart, H.M.S. Zest, wishes to exchange with rating North of England, preferably a Rosyth or Scottish-based ship.

SHIPS OF THE ROYAL NAVY

H.M.S. ROEBUCK

No. 123



Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engineer Room Artificer M 928413 B. R. Beverley, MX 902844 R. M. Adams, M 953335 L. S. Blake, MX 902644 J. J. Cooper, MX 913747 V. G. Norman, MX 887723 D. J. Romans, M933550 P. Starkey.

To Acting Chief Mechanician KX 903053 D. Dorrington, KX 884592 E. Brooksbank.

To Chief Engineering Mechanician KX 914394 C. O'Donnell, KX 903114 F. W. Hall.

To Acting Chief Ordnance Artificer MX 902511 A. W. Lowe.

To Acting Chief Electrical Artificer M 962869 R. H. Bobe, MX 88358 A. B. Johnson.

To Chief Electrician MX 892865 M. Martin, MX 863830 W. Fisher.

To Acting Chief Radio Electrical Artificer MX 902636 D. Castle, M 928544 E. J. Deans, M943586 D. R. Redwood.

To Chief Radio Electrician M 927816 E. S. Douglas.

To Chief Radio Supervisor JX 716548 R. S. Parker, JX 801200 G. Williams.

To Chief Petty Officer JX 646123 D. S. Dyke, JX 818051 M. P. Butler, JX 771563 J. E. Adams.

To Chief Petty Officer Writer MX 808117 G. H. Heighway.

To Chief Petty Officer Caterer MX 897284 W. K. Short, MX 909527 A. Vick.

To Chief Petty Officer Stores Accountant (V) MX 876914 G. H. Campbell, MX 795229 F. W. Bartholomew, MX 853973 L. R. Allen, MX 904033 L. Baker.

MX 862439 D. Meredith, MX 661753 M. Smith, MX 901201 R. A. Richardson, MX 837945 A. E. Chapman.

To Chief Petty Officer Stores Accountant (S) MX 875041 H. A. Glass, MX 121611 R. Bloomfield.

To Chief Petty Officer Cook (S) MX 894276 R. J. Steer.

To Chief Wren (Quarters Assistant) 76924 K. J. A. Newman.

To Acting Chief Aircraft Artificer (AE) L/EX 855854 B. A. G. Broad, L/EX 670190 A. J. Martin.

To Acting Chief Aircraft Artificer (O) L/EX 669808 K. Jones.

To Chief Air Fitter (AE) L/EX 817600 T. J. Bivitt.

To Chief Airman (SE) L/EX 906369 D. C. E. Harper, L/EX 849563 S. P. Murgatroyd.

To Chief Electrician (Air) L/EX 892798 G. Blake, L/EX 587444 C. A. Ward.

To Chief Radio Electrician (Air) L/EX 884340 J. N. Towle.

No. 809 Naval Air Squadron, the Fleet Air Arm's second Buccaneer Mk. 2 Squadron, commissioned at Lissie, on January 27. The squadron is commanded by Lieut.-Cdr. Linley Middleton, R.N.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained price 6d. each, which includes postage. Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Dartmouth, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Paliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armand, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achéron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.E.A., Tidesurge, Striker, Plymouth, Barron, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave, Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidsham, Alderney and Trump.

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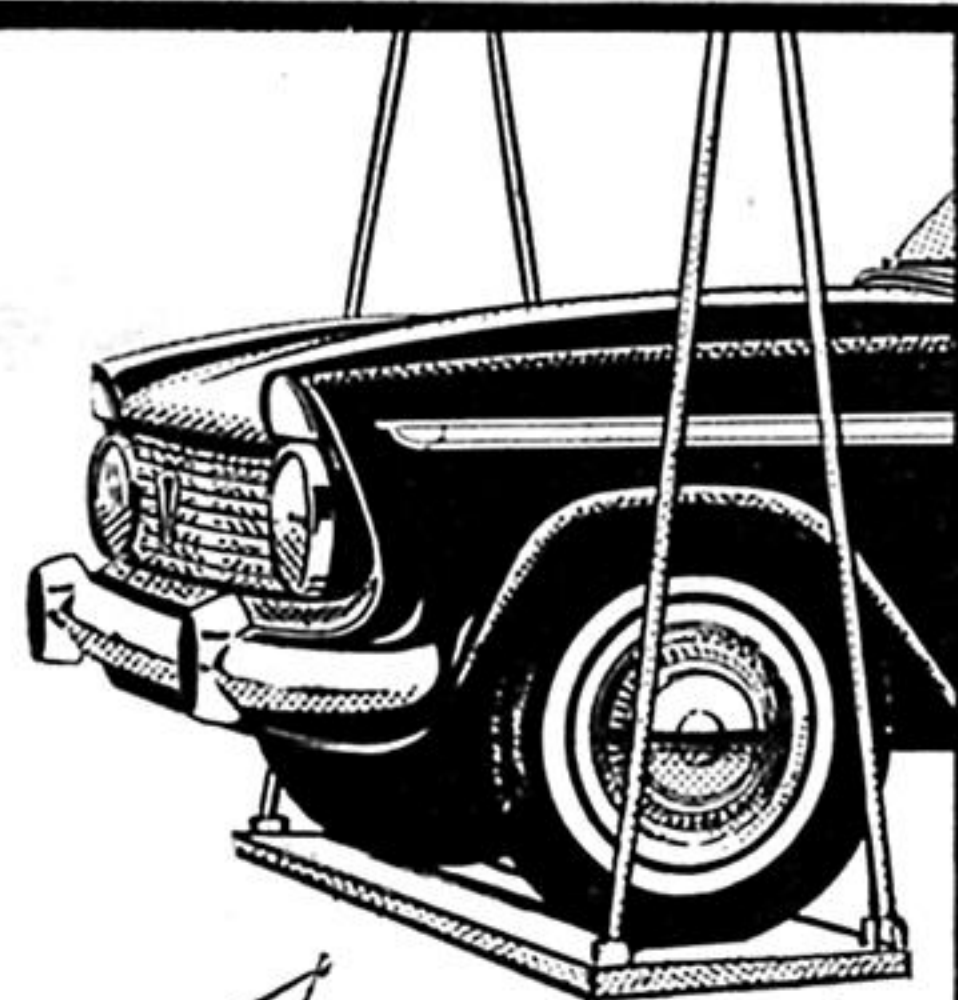
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Kelabits learn 'Twist'

IF, one day, the Kelabits, one of the native races of Borneo, should become a decadent race, then the person most likely to be accused of starting these people on the path of decline will be a young naval cook, Terence Browning (20) of Swindon, who has introduced the 'twist' and 'pop' music to some remote longhouses in Sarawak.

Terry is a member of 848 Naval Air Commando Squadron, which operates Wessex helicopters over some of the world's worst terrain in Sarawak's Fourth and Fifth Divisions. When not cooking for hungry naval airmen at

Bario, the Squadron's forward base close to the border, he is often to be found at one or other of the neighbouring longhouses where the Kelabit people live.

And, whenever he goes visiting, he always takes with him a

Cook Browning with some of the Kelabit children in a Bario longhouse. He is so well liked that at one longhouse he was presented with a fine set of beads. It was made as a present by the girl in the middle

portable record player and a small collection of records, which includes Cliff Richard, the Shadows and Elvis Presley.

NOW 'WITH IT'

The Kelabits liked the music so much that it wasn't long before Cook Browning was able to teach them how to 'twist,' and some of the other modern dance gyrations. "The Kelabits around Bario are getting 'with it,'" declares Terry, "but I really must try and get some Beatles' music for them to hear."

Cook Browning, who went to Pinchurst Secondary Modern School, Swindon, joined the Navy four years ago. He went out to the Far East last year in H.M.S. Albion, the squadron's parent ship.

A TALL ORDER

CAPT. R. D. Butt, R.N., commanding officer of H.M.S. Arethusa, has received the following letter from seven-year-old Anthony Bennett, of Brighton, who addressed the letter to "The Captain, Any Warship, Portsmouth Harbour, Portsmouth."

The letter, dated December 21, says: "Could you send me a scale model of every warship in the world and put the name of them on and when they were built. And could you send me some of the new ships in the world. And a Merry Christmas All."

The captain and ship's company of Arethusa feel that this appeal should be answered. Unfortunately Arethusa alone cannot fill the bill. However, Anthony is being sent a photograph, cap tally and a detailed history of the ship and all previous Arethusas, and any other models, photos and information available.

But because this is a mammoth task to satisfy Anthony, Arethusa would like to ask other ships of the Fleet to help in fulfilling the boy's request.

All correspondence should be addressed to 'The Navy News' Correspondent, H.M.S. Arethusa, B.F.P.O. (Ships).

A WELCOME VISITOR



Father Christmas is a welcome visitor, whatever the nationality, and the young Malay, Chinese and Indian children shown in this photograph were delighted by the appearance of the venerable old gentleman at their party. The children, all patients at St. Andrew's Mission Hospital, Singapore, were being entertained by the secretariat on the staff of the Commander, Far East Fleet. Funds for the party came from the Naval Base Charity Chest. Father Christmas in this case was Writer Michael Palmer (21), of Devizes

SECOND RECORD BREAKER

FOR the second time in recent months, a record-breaker has landed at the R.N. Air Station, Lossiemouth.

The first was a Buccaneer Mark 2 which made the longest non-stop flight by a Fleet Air Arm aircraft in covering the 2,000 miles from Labrador in 4 hours 16 minutes.

The second was a Grey Cheek Thrush from North America, the first of its breed ever to be found on the mainland of the British Isles.

EFFORT KILLED BIRD

Unlike the Buccaneer however, the effort proved too much for this rare bird which was found dead under a gorse bush on the air station by P.O. David Careless, of Sale, Cheshire, an amateur ornithologist.

The bird could not be identified from books and was put in the deep freeze at the Falcon Unit before being sent to the noted ornithologist, Dr. J. M. Harrison. He took it to the British Museum where it was officially identified.

David said later: "It is the dream of every amateur ornithologist to find a rare bird."



Retires after 26 years' service

Capt. Webber presenting H.N.N. Hannah Barnes with a gift after 26 years of service

A NAVAL nurse, who must be remembered by thousands who were looked after by her during her long service, retired from the Queen Alexandra Royal Naval Nursing Service last December, and was presented with a silver cigarette box engraved with the names of the hospitals, etc., at which she served.

Head Naval Nurse Hannah Barnes joined as a V.A.D. on March 18, 1939, and served at Barrow Gurney, Malvern, Chatham, Seaford, Rainhill, Sherborne, Haslar, Streton, Haslar again and finally Arbroath. Over 26 years of service.

Capt. R. H. Webber, R.N., captain of H.M.S. Condor (R.N. Air Station, Arbroath), presented H.N. N. Barnes with the cigarette box on December 4, 1965, and wished her health and happiness upon her retirement, thanking her, on behalf of all those with whom and for whom she had worked, for all that she had done.

Cambrian for Far East
H.M.S. Cambrian (Cdr. D. C. Jenkin, R.N.) sailed from Portsmouth on January 11 for the Far East.

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Three of the Wrens assisting during the recording of 'Action at Sea.' Wren Knox is second from the right. (Photo.—Colin Rowe, Plymouth.)

WRENS ON 'WESTWARD'

(BY WREN SARAH KNOX)

IT was on a Tuesday morning last September that six very nervous Wrens were introduced into the secret underworld of the Westward Television Studios, Plymouth. We were to take part in a weekly programme called 'Action at Sea.' Our particular function was to denote the whereabouts and tactics of the Navy throughout the ages by moving small model ships around on large raised maps or plots.

The first impression was somewhat of an anticlimax. I am sure that most people when they are sitting at home watching TV—that smooth, sophisticated medium of events—have no idea that it possesses such skeletons in the cupboard as hardboard arches supported by rough wood, collapsible paper walls, and ceilings of sacking and wire that look like the underside of beds.

At first it was a relief to know that we were making a recording and not doing a live broadcast, until we learned that each recording costs the company in the region of £200 and just has to be right first time.

'THOSE LIGHTS!'

The particular studio we were in was not a very homely place. It was bereft of windows and lit entirely by those abominations of abominations—television lights. These tortuous things do not make their presence felt at first. They are not very bright or very hot.

They grow insidiously into one's nervous system like a nasty parasite with a neurotic, persistent kind of heat so that at the end of the day one feels quite spiritually and physically undermined.

Even more shattering than the lights are the cameras. These beautifully constructed creatures move about the studio with im-

peccable, slick grace, slyly photographing everything that they should not photograph.

NAIL-NIBBLING

It is a somewhat disconcerting sight to be faced with three monitor screens reflecting some poor Wren having a quiet nibble at her nails.

Never in my life will I forget 3 p.m. on our first Tuesday afternoon . . . 15 minutes before the recording. There was a ghastly note of finality in the producer's voice as he boomed out "Right. Line up the studio. Recording at 3.15."

ZERO HOUR

There was an ominous round of "Good Lucks" and then "five, four, three, two, one, zero"; Westward Television loomed up before us. Although at that time it didn't seem so friendly to us—we were on!

I shall never know to this day whether it was the Royal Navy self control and discipline, or fate that came to our rescue on those Tuesday afternoons. But we did manage to survive without too many hitches.

Twenty-year-old Wren Sarah Knox hails from Newport, Shropshire. She has been a Wren for 18 months, and is a writer on the Commodore's Staff at H.M.S. Drake.

A BRAVE MAN



LIEUT. Peter Robertson, R.N., who, as reported in the January issue of 'Navy News,' was drowned while heroically rescuing three Iranians from a sinking dhow during a storm in the Persian Gulf. Lieut. Robertson was First Lieutenant of H.M.S. Bastion, and lost his life the day after his 28th birthday.

Little-known Welfare Service

A SERVICE, about which little is known either by officers and men, or their next of kin or other approved nominated person, is the Concession Telegram Service (CSN).

This service enables those at home to communicate matters of urgent and essential private concern to personnel serving abroad, by telegram at the inland telegram rate, i.e., 5s. for 12 words or less, and 5d. for each extra word. Congratulatory messages, and birthday or anniversary greetings, are not permitted.

The length of the message, not including the address, should not normally exceed 12 words.

Telegrams from next of kin, etc., at home are called Outward Concession Telegrams and are normally limited to two a month. Written approval from the Ministry of Defence (Navy Dept.), N.P.2, Old Admiralty Building, Whitehall, S.W.1, is necessary for more than two per month.

A similar arrangement, called the Inward Concession Telegram is available for officers and men serving abroad to addresses in the United Kingdom.

CARD NECESSARY

In order to take advantage of the scheme personnel abroad should obtain from their commanding officers a Concession Telegram Authorisation Card and, after completing it and obtaining the Commanding Officer's signature and stamp, should send it to the next of kin.

Should the next of kin have an occasion to send an urgent telegram the Concession Telegram Authorisation Card should be taken to any Post Office in the United Kingdom and only the reduced charges will be payable.

The scheme is applicable also to Northern Ireland and the Irish Republic and, in certain cases, to non-U.K. Personnel, and to naval personnel in sea-going ships attached to stations abroad when the next of kin, etc., is resident at a naval base on the station. Full details are contained in D.C.I. (Royal Navy) 1010/64.



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TWENTY THOUSAND MILES TO SINGAPORE—THE WAY H.M.S. RHYL GOES!

THE saying about much water having passed beneath the bridge can hardly have been more appropriate than in the case of the 'Rothesay' class anti-submarine frigate H.M.S. Rhyl which has been switched from station to station and from role to role in an alarmingly short space of time.

In September, 1965, the ship sailed for the Mediterranean and found the Indian Summer that is dreamed about in England and so seldom happens. Bodies white from England's watery sun turned red and then brown as the ship moved East across a calm blue sea. The first Mediterranean port of call was the Sicilian port of Augusta to refuel and then came Rhodes with, of course, a NATO exercise in between.

BORING PASTIME

The expression 'NATO Exercise' became almost a dirty word, for Rhyl found that she had arrived on the station just in time to do two running, followed by a national exercise as well. Was it bad luck or had the ship's reputation preceded her and were the 'powers that be' waiting specially for her? Whatever the cause the ship seemed to spend interminable days and nights escorting almost non-existent convoys across the Mediterranean to little avail, but if nothing else it proved to those who didn't already know that war can be the most boring of pastimes.

To walk around the old town of Rhodes by moonlight was to be transported back five centuries. The ship's company hoped that the locals were as impressed by the two warships anchored in their bay as they were with their castle. No

wonder the Knights of St. John fought so hard to stay there against the fantastic odds the Turks hurled at them.

Some of the visitors wandered no further than the waterside bars and cafes—and who can blame them? The more adventurous hired motor scooters for the day for 120 drachmae. In no time the town was full of sailors trying to remember to drive on the right. These were the clever ones because the best beaches were some miles out of town and it was here, behind the town, that the full beauty of countryside and coastline became apparent.

MALTA VISITED

After the week-end at Rhodes the ship went to Malta, much to the relief of the Cooks and Stewards, most of whom had been away from their families for six months, and were doing what amounts to two foreign legs running, for it was known that Rhyl would be going to the Far East.

A visit to Naples followed the flying visit to Malta. Maybe those on board expected too much of this famous city, for most of the ship's company felt a little disappointed. The Italian Navy very generously laid on a number of buses which took large numbers to Pompeii, and those who wished too went to Rome where they had the

honour of an audience with the Pope.

The sporting activities with the Italian Navy resulted in Rhyl being beaten at soccer, rugby and basketball but, thanks to the Master Gunner, the ship had her own back in the sailing race.

Another NATO exercise followed and then the ship went back to Malta for a 14-day self-maintenance period.

OUTBOARD DGHAISAS

'Old Malta hands' are rather shocked at the changes. And how the place has changed. Sliema Creek and all else that side of Elmo is dead—all ships now use Grand Harbour. A sailor in uniform is hardly ever seen in Valetta, dgaisas have outboard motors—but, thanks to Independence, the Service clubs ashore all sell duty-free drink.

To most in Rhyl, however, the visit to Malta was their first, and they certainly made the most of it. After such a long time at sea the opportunities for sport clearly had to be taken and in true Rhyl fashion this didn't mean just the talented experts, but everybody exercised their muscles and got their lungs full of fresh air during a mammoth inter-part sports tournament, won, inevitably, by the Young Ratings Division. The cricket XI ended its season by, admittedly, scraping a draw with H.M.S. Dainty, thus preserving its unbeaten record.

Leaving H.M.S. Defender as the sole representative of the

The 'Rothesay' class anti-submarine frigate H.M.S. Rhyl, 2,560 tons (full load), built in H.M. Dockyard, Portsmouth

23rd Escort Squadron in the Mediterranean, for Lowestoft had already gone to the Far East and Dainty to the West. Rhyl set off for Port Said and ports further east. The Suez Canal was traversed on the night of November 16/17, the frigate leading a convoy of over 30 ships of assorted shapes, sizes and nationalities.

There was a cool breeze in the Red Sea and the passage south was not as hot as it could have been, and H.M.S. Rhyl arrived at Aden for the briefest of visits.

CHANGE OF PLAN

This was the first change of plan—the first of many. The next stop was to have been Gan, but as soon as the ship was into the Indian Ocean, course was altered to the south. Speculation was rife to the frigate's destination and this was increased when she joined up with H.M.S. Eagle.

It turned out that the ships were being kept in reserve in case trouble between Zambia and Rhodesia broke out. Fortunately Eagle's aircraft were not required and after a couple of weeks Rhyl was released to go on to Singapore. Because of the secrecy of the operation there was no mail in or out of the ship for over a fortnight. This caused concern at the time but it was regrettably unavoidable.

The Rhodesian operation took the ship south of the equator for the first time this present commission and King Neptune paid his customary visit to hold court on board. King Neptune and a delightful Queen Aphrodite held a most successful assize in which the new boys were initiated in the usual manner.

(Continued in column 5)

Nubian's 26,500 miles in six months

THE first 'tribal' class frigate to be seen in the Far East, H.M.S. Nubian, arrived in Singapore early in December, 1965, having sailed from England at the beginning of June on her single 11-month Middle East leg of a General Service Commission.

By the middle of December the ship had sailed 26,500 miles since leaving England, and had spent all the time, except when on passage, in the Persian Gulf, including high summer.

Many weeks were spent on anti-smuggling patrols and the ship also exercised with United States Navy ships on four occasions, as well as with the Iranian Navy during the CENTO Exercise "Midlink" in November, when the Flag Officer, Middle East, was embarked and his sea inspection of the ship carried out.

FIRST REAL 'RUN ASHORE'

The three and a half day visit to Singapore was the first run ashore (apart from one day in Gibraltar and two days in Aden on passage) since H.M.S. Nubian left the United Kingdom, and everyone looked forward to it enormously. Although the air conditioning and general high standard of accommodation in the ship is appreciated, the Persian Gulf high summer is still very trying. Singapore gave the ship's company a welcome change from the heat—as did the lower priced goods in the shops.

(Continued from column 4)

And so, at last, Singapore! Eight thousand miles from home—as the crow flies—but more like 20,000 by Rhyl. On arriving the ship had been exactly a month at sea apart from stops of a few hours only in Aden, Mombasa and Gan. Not a bad record for peace time.

Christmas was spent in Singapore relaxing—as much as one can in a humid atmosphere with the temperature in the 80's.

The future? Patrols and ten days in Hong Kong, and then at the end of January farewell to the Far East and back to the Middle East. As for home—the date is now fixed for Wednesday, April 6.

MILLIONS OF MEALS

LITTLE did Trevor George Matthews, from Port Talbot, South Wales, who had spent six years as an apprentice watch repairer, think when he entered the Royal Navy as an Assistant Cook in November, 1934, that 30-odd years later he would be presented with a bar to his Long Service and Good Conduct Medal.

At Divisions on January 28 Commodore G. A. Henderson made the award—thirty years service with Very Good conduct.

C.P.O. Cook Matthews, who was 'outside' for sixteen months, was 50 last November. He is married, with two sons, one of whom is studying for his B.Sc. in Applied Chemistry and the other is shortly taking his 'A' Level examinations.

Among the ships in which he served, Chief Cook Matthews, who is now working in the C.P.O.s' galley in R.N. Barracks, Portsmouth, were Nelson, Delight, a 'Lease-Lend' U.S. destroyer, Royalist, Duke of York, Challenger, Tuscan, Vigo, Newcastle and Centaur, as well as periods in Collingwood, R.N. Barracks, Portsmouth and Ariel when the Air Electrical School was at Worthy Down.

The number of meals that this long serving rating has prepared, helped to prepare or been responsible for is almost astronomical. For example, in H.M.S. Centaur, in which ship he served for over two years, well over 3,000 meals a day were served. At a modest estimate, allowing for leave, and assuming an average of 500 persons per working day, and three meals per day for each, it has been estimated that during his service the number is well over 14,500,000.

NEW VENTURE WILL AID CAR OWNERS

BECAUSE service men have been finding it more and more difficult to find garages able to service other than their regular customers, the Welfare Committee of the Royal Naval Barracks, Portsmouth, has embarked upon a most ambitious scheme.

On January 17 Commodore G. A. Henderson opened a service station within the barracks which will cater for all servicing and small repairs. Its use is mainly for naval personnel, in-

cluding officers and Wrens, priority being given to personnel in the barracks, and ships' companies accommodated on shore.

The new station, situated near the Sick Bay, is fitted with a hydraulic lift, compressor, power-greasing unit and all the usual accessories.

Spare parts can be obtained for individual customers, but petrol will not be available. Charges are most reasonable and compare very favourably with those charged on shore.

Mr. Harrison, a qualified motor engineer, is in charge of the new venture, and he is assisted by Mr. Jacobs.

PRINTING?

Gale & Polden of course!



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they print my
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PLYMOUTH COMMAND SUPPLEMENT

Four pages of Devonport news

'PLYMOUTH WILL CONTINUE TO PLAY A VITAL PART IN OUR MARITIME HISTORY'

By Vice-Admiral
Sir Fitzroy Talbot,
K.B.E., C.B., D.S.O.*

I AM sure that the Plymouth Command really needs no introduction from me. Since the time of the Armada, and indeed earlier, Plymouth has played a significant, and often vital part in our island's maritime history—and it will continue to do so.

In this supplement we have tried to show you something of what we do now, and plan to do in the future. You will find for instance an article by the Commandos and another from the new Landing Ship, H.M.S. Fearless, because training for amphibious warfare is now very much the concern of Plymouth Command. You will also find articles from some of our various training establishments, another main function of this command—and perhaps a growing one so far as the new entry establishment H.M.S. Raleigh is concerned.

However, new entry training is not the only task that is growing because the Government has also decided that Plymouth shall take over from Londonderry the task of Joint A/S training—so this will be another major job for us in a few years' time.

NATO AREAS

In addition to these national tasks we also have two NATO areas of responsibility and play our part in NATO exercises in these areas. Last autumn for instance, we gained much value and had much enjoyment from having both Canadian and Netherlands warships operating with our own out of Plymouth.

All in all, we in this command have an interesting and worthwhile job to do in one of the most pleasant parts of the country and we are proud of what we achieve. We also invariably produce a very fine field guns crew—and expect to sweep the board of the rest this year.

THE THREE HATS OF THE COMMANDER-IN-CHIEF



NATO
Commander
CENTRAL ATLANTIC
Sub Area
(CONCENTLANT)



NATIONAL
Commander-in-Chief
PLYMOUTH



NATO
Commander
PLYMOUTH
Sub Area
CHANNEL
(COMPLYCHAN)

BIOGRAPHY Forty years' service

THE Commander-in-Chief Plymouth is Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O. Prior to assuming this appointment, Admiral Talbot was the Commander-in-Chief South Atlantic and South America and, before that, the first Flag Officer Middle East. In the latter appointment he commanded all naval forces engaged in the Kuwait operation.

Admiral Talbot first went to sea in 1927 and until after the war served almost entirely in small ships. He was awarded the D.S.O. during the Norwegian operations and a bar to this order for operations in the North Sea in 1942.

Amongst his more interesting post-war appointments was that of Naval attaché in Moscow, and he has been both the Commander of the then Royal Naval Barracks Chatham and Commodore of the Royal Naval Barracks Portsmouth, as well as commanding the 3rd Destroyer Squadron.



Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O. and Bar,
Commander-in-Chief, Plymouth

Plymouth Changes MOVE OF A/S SCHOOL

TWO Government announcements recently involved Plymouth Command. Both will have the effect of greatly increasing Plymouth's importance as a naval base.

The Navy Board is investigating the possibility of concentrating all new-entry training at H.M.S. Raleigh, except for that given to artificer apprentices at H.M.S. Fisgard, but it will be three years before a final decision is taken, and the expansion of the establishment would take many more years.

The future of other new-entry establishments—H.M.S. Ganges and H.M.S. St. Vincent—which might have to be dispensed with, will be part of the investigation. When the school-leaving age is raised from 15 to 16 in 1970, under-16 entries to the Royal Navy will cease.

REBUILD RALEIGH?

If it is finally decided to concentrate all new-entry training at Torpoint, it will have to be rebuilt on a larger scale to take twice the present number training there. Last year's intake was about 4,000. At peak training periods new entries under training at Raleigh total about 1,400.

Present training functions comprising the Command Seamanship School, the Command Leadership School and the Command rifle range can be expected to continue there.

Raleigh includes about 90 acres of land. As well as dormitories, classrooms, and administrative buildings, there are playing fields, tennis courts, a swimming bath, a gymnasium, a library, information rooms, shops, post office, N.A.A.F.I., social centre and numerous small boats.

It has also been announced that the Joint Royal Navy and R.A.F. Anti-Submarine School at Londonderry will be moved to Plymouth and up to £500,000 is to be spent on capital works

to accommodate the school at Plymouth.

One major advantage of Plymouth over Londonderry will be that ships will only have to spend a short time moving to the training area, and therefore will be able to devote more time to actual training.

BIG SAVINGS

Three frigates with a total complement of about 500 men will be based at Devonport for training exercises with the school. Minister of Defence for the Navy, Mr. Christopher Mayhew, M.P., said: "The move would save about £400,000 to £500,000 a year." He also emphasised to the Government that the broad effect would be to make available for the Royal Navy the equivalent of "one and a half extra submarines and one and a half extra frigates."

In Londonderry the school employs 481 civilians, 65 officers and 380 ratings.

The Navy is also looking for a new site for the naval fire-fighting school at Tamerton Foliot. For some time it has been realised that this site is not suitable.

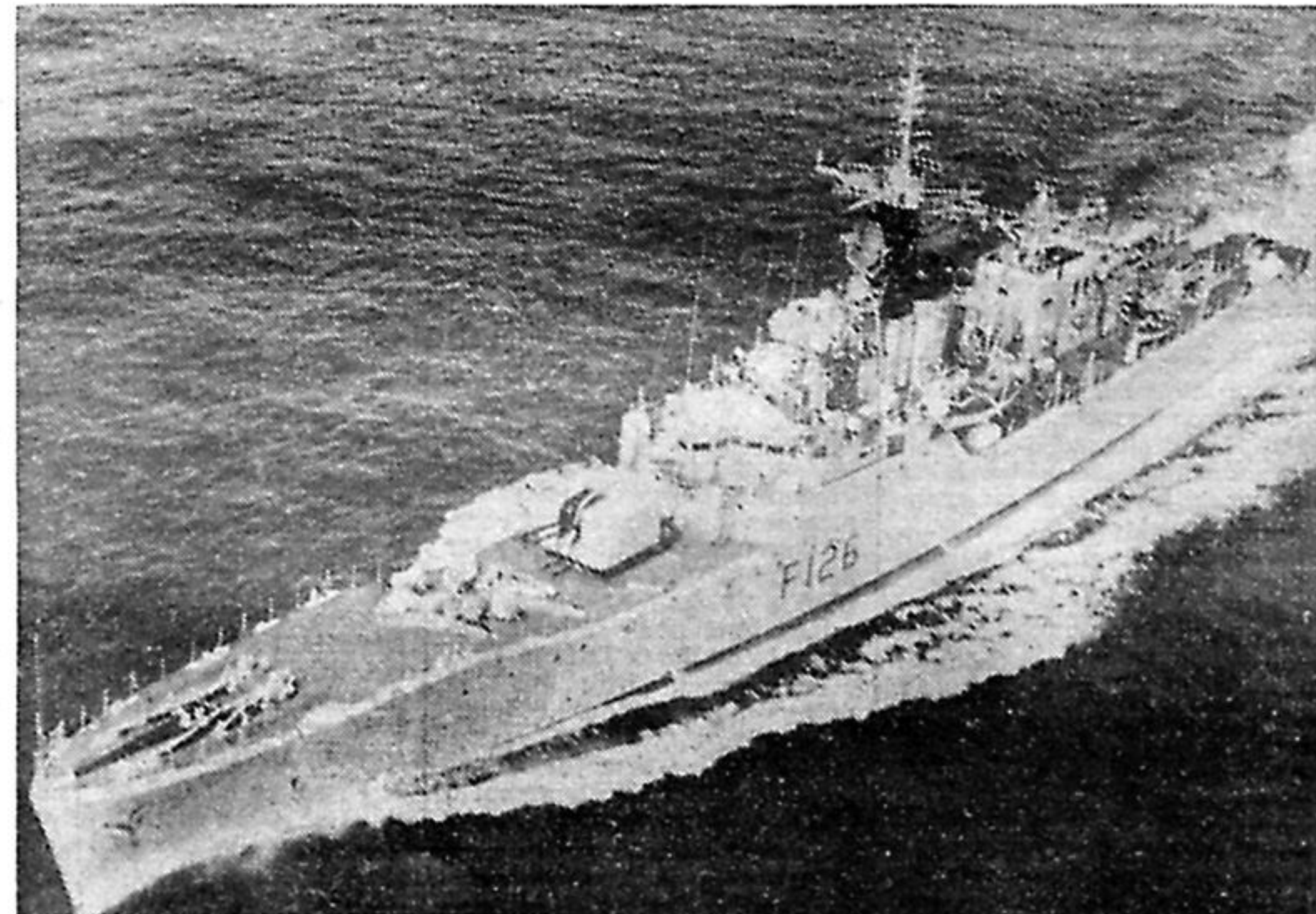
ADAMANT FOR SALE

It has been confirmed by M.O.D. (Navy) that H.M.S. Adamant, the depot ship of the 2nd Submarine Squadron is to be put on the Disposal List (Sale) and that the 2nd Submarine Squadron based at Plymouth is to be disbanded on February 14.

This does not mean a reduction of Naval forces—rather a deployment to meet various commitments, both East and West of Suez. Of the four submarines now forming the Squadron two, Alaric and Astute, will join the 1st Submarine Squadron at Gosport, one, Opportune, will join the 3rd Squadron in the Gareloch, and one, Cachalot, will undergo refit at Devonport.

Submarines will continue to refit at Devonport and to operate from there on detached service.

PLYMOUTH'S OWN



Plymouth Command's 'own ship,' the 'Rothesay' class anti-submarine frigate, H.M.S. Plymouth. Built in H.M. Dockyard, Devonport, between July, 1959, and May, 1961. Plymouth displaces 2,560 tons (full load), is 370 feet in length (o.a.), has two 4.5 inch guns (twin turret), two three-barrelled depth charge mortars, is eventually to be fitted with 'Seacat' surface-to-air guided missiles, and has a complement of about 200.

'Oggie-oggie-oggie'

THE preparations for Devonport's Field Gun Crew are already well under way. But if victory is to be assured for the Oggie adherents then more volunteers must come forward.

The Field Gun Officer, Engineer Lieutenant (O/E R. W. Bush), has trekked all over the country and faced countless dangers in his search for Oggie aspirants.

He was smuggled into Scotland—fabled home of the matelot—eating haggis—and ploughed through Caledonia's snowy wastes to interview volunteers held hostage there.

He has risked his pension entering Portsmouth—in disguise naturally—to help candidates in the clutches of the dreaded Pompey Pirates escape to join his crew.

So far Lieut. Bush, the Oggie's champion, has been successful and all the staff, with the exception of the cooks and S.B.A., are now in residence. Maintenance work has commenced on the equipment.

IN RESIDENCE

Selection tests have progressed at "Butlin's Holiday Camp"—sometimes referred to as Trevol, and work on the resiting of the offices has begun with the intention of better accommodation for the crew.

Volunteers are considerably less than in the previous years,

and the F.G.O. has been here to lament—

Th' volunteers have been so few.
We'll never get a Field Gun crew.
We must have 50 for the fight
Besides 10 more just out of sight
To cross the chasm without the tan.
Requires the strength of every man.
Then through and over the Devonport wall.

Amid the roar of the "Oggie" call
First the wheels and then the gun.
They're now all set for the final run
But it's this only to be a dream.
Through lack of an Oggie Filled
Gun Team?

The answer's easy, it rests with you.
To volunteer for this year's crew.

But the F.G.O. is confident of finding a first-class crew and bringing the three cups back to their rightful home in the West.

Financial support for this year's endeavour has been forthcoming, although hopes for some of the profits of the Half-Way Cafe at Bridport—strenuously denied as being owned by Commodore Naval Drafting—have not materialised.

The staff this year includes: 'Black Thorpe,' complete with ston—first trainer; 'Taft' Howell, dreaming of 1967—second trainer; Sam 'O'Grady' Bartlett, muscle bosun—P.T.I.

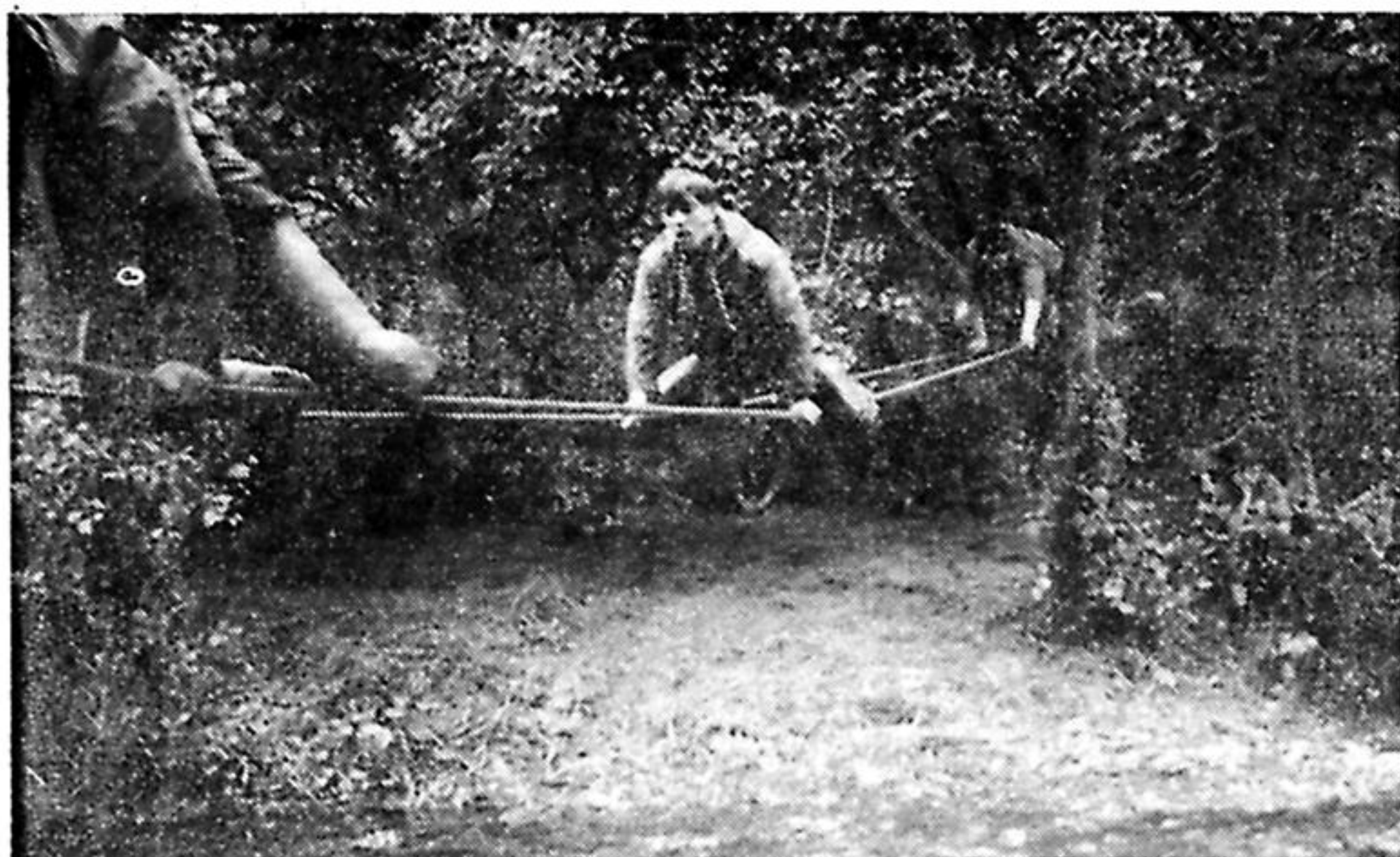
'Ernie' Marshall, 'Ging' Hackwood, 'Blossom' Randall and 'Eddie' Meek complete the team.

Diver fights fire

LIKE their friends in the L Mine and Bomb Disposal Team, members of the Diving School at H.M.S. Drake have had a busy time lately. What with their normal training routine, searching for lost equipment, clearing fouled screws, underwater inspections and underwater surveys, the School has had a busy year.

The School has entertained children in their school swimming bath and searched for bodies in a quarry. But its most unusual incident happened quite recently.

A diving class was under instruction at Pier Head, H.M.S. Drake. H.M.S. Medusa was near by. Suddenly a fire broke out in the ship. Clouds of smoke obstructed the fire-fighters. But one diver with his breathing apparatus went into the smoke-filled compartment and extinguished the fire before the fire brigade arrived.



River crossing during the first Initiative Training Expedition of H.M.S. Fisgard's Artificer Apprentices

'OUTWARD GRIND' REQUIRES COURAGE AND EFFORT

INITIATIVE Training is carried out by the 600 Artificer Apprentices under training, during each of their three terms in H.M.S. Fisgard. The aim—to bring each apprentice face to face with situations which demand both physical and mental courage, requiring personal effort to overcome fatigue and fear in order to develop determination and self-confidence.

The first Initiative Training Expedition takes place three weeks after joining the Royal Navy. During the expedition the apprentices are given a gentle, yet effective, introduction to the rigours of what they call 'Outward Grind.'

They are taught basic camp craft and map reading. At a camp site 15 miles from H.M.S. Fisgard the apprentices rig their own tents and do their own cooking. Burnt offerings are proclaimed delicious, but "haute cuisine" is gradually achieved.

RIVER CROSSINGS

They are also taught how to rig rope bridges over a fast-flowing river, and other methods of crossing rivers.

They carry out a night trek along narrow country lanes, including crossing the river six times, on a competitive basis where speed and silence are essential. The expedition culminates in a 15 mile trek back to Fisgard.

Throughout this expedition the apprentices are in patrols of about six, each with a patrol leader selected from the apprentices themselves, on a Divisional basis. The competitive spirit is very keen.

During their second term an expedition is made on Bodmin Moor. This consists of two camps, one at a disused clay pit. Here a rigorous assault course is run and also a trip down a 300 ft. rope 'death slide.' Canoeing experience is given on a flooded claypit.

The second camp is at a disused quarry, where abseiling is carried out. Abseiling is the art of descending cliff faces by use of a rope secured at the top. This requires considerable personal courage on at least the first occasion of descent. Abseils of 50 ft., 70 ft., and finally 120 ft. are made—the 'can we have another go' brigade is large.

TREKS ACROSS MOOR

Treks are made between 20 and 30 miles—depending on map-reading ability—across Bodmin Moor from one camp to another, requiring a good deal of stamina. As before, the camps are rigged and the camp duties carried out by the apprentices.

In their final term the apprentices complete an expedition on Dartmoor. In completely self-contained patrols of five they complete three one-day treks across Dartmoor, and complete a scramble course and more abseiling.

Weather conditions favour the apprentices—rain, mist and blizzards are the order of the day. A fine day on Dartmoor during Fisgard Initiative Training has yet to be—it is rumoured that the Padre's Head of Department and the Initiative Training Officer are in consultation preceding Expeditions.

An innovation is that, after three rigorous days on Dartmoor, the apprentices scorn the use of buses (so it is said) and 'speed march' back to Fisgard.

Nought comes amiss to this Unit

THE Mine and Bomb Disposal Unit at H.M.S. Drake, Devonport, had a busy time in 1965. They've handled everything from cannonballs to the latest missiles. The team of three has driven over 30,000 miles to deal with unexploded bombs, mines, and dangerous explosives. The trio have used every form of transport in their searches. And they have trekked over 200 miles of windswept beaches in search of reported mines.

The Devonport unit is the smallest in the United Kingdom—one officer, one chief and one leading seaman. Their area of responsibility stretches from Devonport to the Scottish Border, from Lyme Regis to the Scillies, and out to the Isle of Man. But last year they dealt with 3,486 items, plus 104 lb. of dangerous gelignite.

The most unusual incident they were called out on took them to a lonely, misty Devon marsh. There they were shown a 200-year-old explosive cannonball... no 18th century sailor was complete without one. It was still in a dangerous state. But the Mine and Bomb Disposal boys dealt with this unique find with their usual skill.

The Devonport team's 'bag' included—a SeaCat ship-to-air missile, 210 signal rockets, 82 smoke generators, 11 incendiary bombs, 10 'beach' mines, six

sea mines, eight bombs of various sizes, 176 high explosive shells ranging from 20 m.m. to six-inch and 135 shells of harmless gas.

Other items they were called out to handle included: 14 anti-submarine bombs, 17 grenades, 11 high explosive aerial rockets, one Bangalore torpedo, one depth charge, 250 tins of ferric chloride, 67 marine markers and one jar of sulphuric acid.

They helped the police and local authorities on many occasions. After a recent police amnesty they dumped many hundreds of small arms out at sea. In all, they handled nearly 2,500 pieces of small arms. They also destroyed 104 lb. of gelignite which was in a 'very dangerous condition.'

The unit turned out to 10 false calls—usually oil drums mistaken for mines, floating on the sea.

JILL AMONG THE JACKS



This is the sort of Jill that turns sailors into Jolly Jacks. She is 19-year-old Wren Jill Robbins, a writer (G) on the S-in-C's staff. Shapely Jill was Devonport's choice for principal boy in Jack and the Beanstalk at H.M.S. Drake. Jack... I mean Jill... comes from Chepstow, Monmouthshire. As well as a very fine figure, she has a very fine voice, and was the hit of the panto

ALL-OUT ATTACK BY COMMANDOS

NO. 41 Commando Royal Marines is to make an all-out attack on the public this summer. Their weapons will be grease paint, stagecraft and films. Their objective—recruiting, into which an immense amount of planning has gone.

Each Company will have a particular task. One will form two teams to take part in a Royal Navy exhibition which will be erected in major stores throughout the country. These teams will also visit schools and youth organisations.

Another Company will form three separate displays which will be available as required, mainly in the southern region. This Company will also be staging a tattoo in many major seaside resorts in July and August.

The third Company will be taking part in the Royal Tournament at Earls Court.

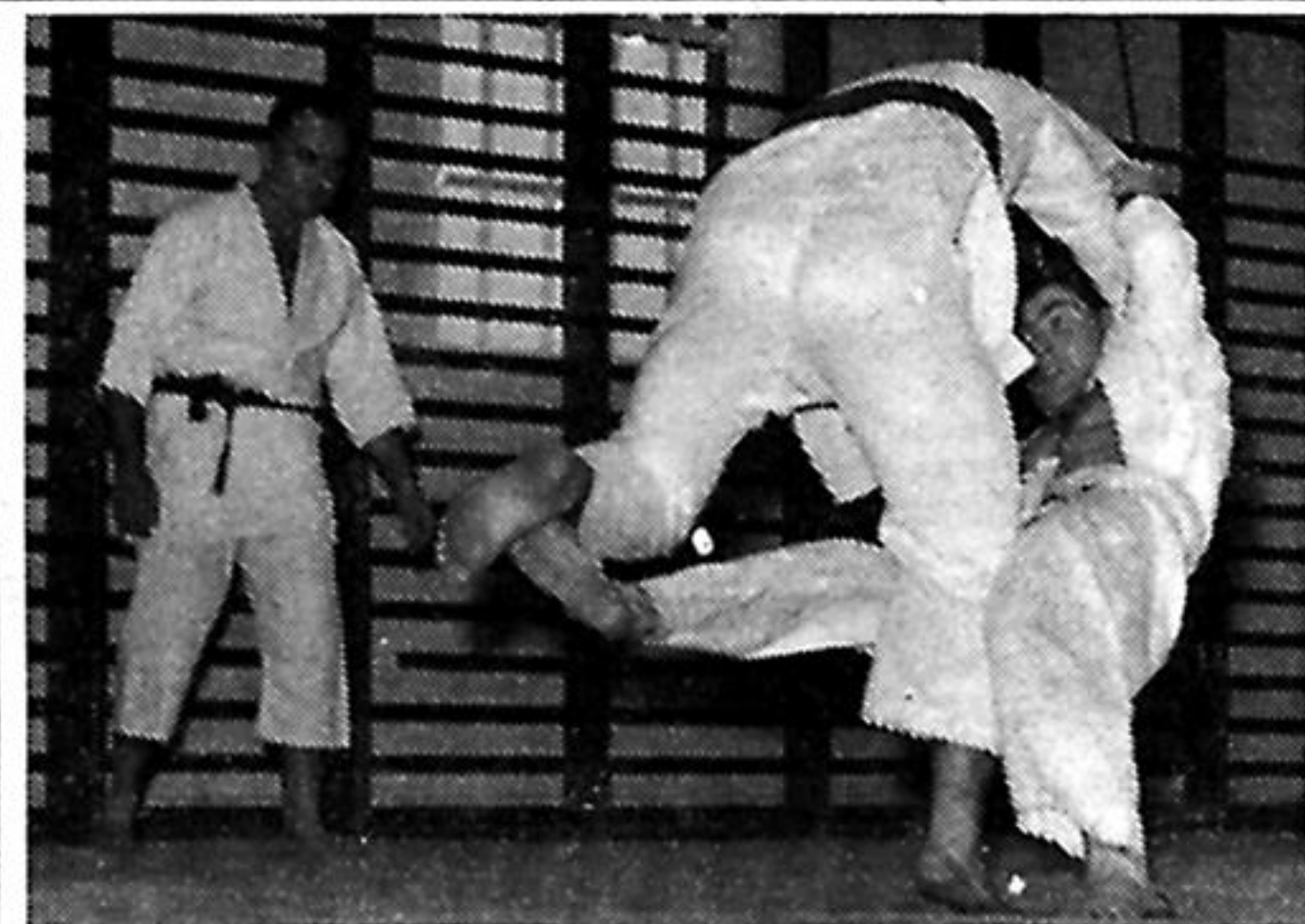
Two teams have already been touring such areas as Bristol, West Midlands, London and South-East, Merseyside, East Midlands, the South and North-West. They have visited many schools, sea cadets and youth



'FAREWELL, ADAMANT'

So, after nearly a quarter of a century, H.M.S. Adamant, one of the submariners' most faithful friends, is to go. In peace and war, Adamant has carried out her duties of sleek hunters of the deep. No glory of battle for the old depot ship, but succour and aid to weary submariners and their battle-scarred submarines. In home and overseas waters Adamant was always there to breathe fresh life into tired men and their submarines, to prepare them for the ordeals ahead. Kind memories of her will linger in the minds of thousands of submariners long after she has gone. What better memorial

A RECENTLY appointed Staff Public Relations Officer on the staff of the C-in-C., Plymouth—Mr. A. Venters, an ex-journalist—with good relations with TV and Press, is prepared to assist with Press problems at Plymouth.



Cpl. F. Cummings (I.T.C.R.M.) on his way to becoming Corps Judo Champion 1965. He is facing camera

UNARMED COMBAT IN THE CORPS

ONE of the most popular conceptions of a commando is that of a man, who approaches his enemy in a stealthy manner and then despatches him with the utmost efficiency and speed. Well, the role of the commandos has changed quite a lot since the Second World War, when this impression was generally fostered—but unarmed combat is still part of a marine's training.

All young officers and recruits passing through the Infantry Training Centre Royal Marines, Lympstone, totalling over 800 each year, are taught unarmed combat. It is a very popular subject and competition is keen amongst the recruits to take part in the demonstration before their parents at the end of their training.

Demonstrations at civilian fetes and displays are always popular attractions and are very well received.

CHANGING TECHNIQUES

Unarmed combat techniques are by no means static and this is not surprising when you consider changes in weapons, equip-

ment and, most important, the professional ability of the enemy. It is well to point out here that unarmed combat has a defensive and offensive aspect.

From unarmed combat to judo does not seem too large a step. But there is a world of difference between the two. Judo is a sport and no more. Can judo, as a sport, be of any help, therefore, to the commando trained in unarmed combat? The answer is, of course, a big 'Yes.'

Judo will give a man an increased repertoire of throws, holds, locks and so on. Conversely, the expert unarmed combatant does not necessarily succeed at judo—many of his tricks of the trade being expressly banned by the rules of the sport.

CORPS CHAMPIONS

It was fitting, therefore, that I.T.C.R.M., as the home of unarmed combat in the Corps, should be selected as the venue for the 1965 Royal Marines judo championships. Equally satisfying was the fact that I.T.C.R.M. emerged as winners of the individual and team trophies. Perhaps the main significance of the championships, however, lay in the growing support now being given to the sport by all ranks.

Those at I.T.C.R.M. like to think that the increasing numbers of men taking up the sport is partly inspired by the up to date and enlightened methods of teaching unarmed combat. As a result of the lessons learned at judo there are more experienced unarmed combatants. Who can complain—but the enemy!

More quarters for Plymouth

THERE is good news concerning married quarters in the Plymouth Command. Seventy-nine new houses are near completion and should be ready for occupation by March, and a further 72 should be ready for sailors and their families to move in by the end of the year.

At present, there are 255 officers' quarters and 1,004 ratings' quarters.

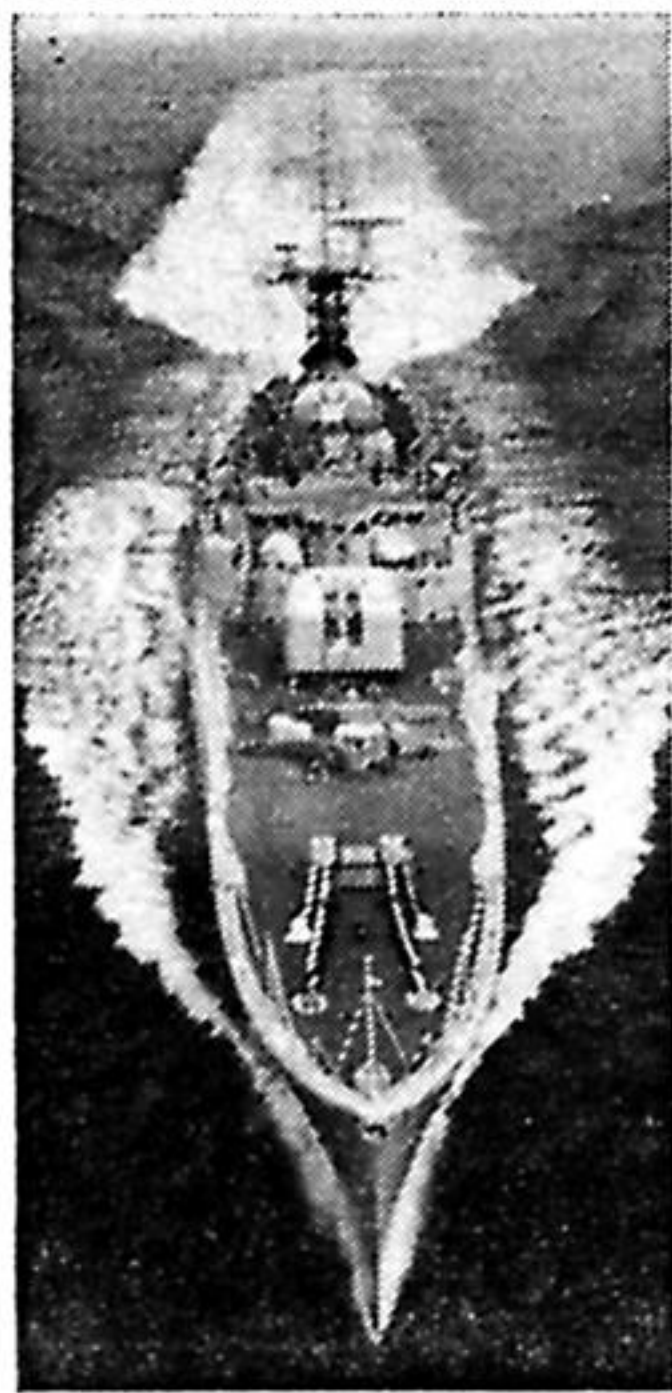
The waiting time for ratings without priority is at present 3 months, and this is expected to be reduced in the near future. For officers the waiting time for married quarters is—Lieutenants—6 weeks, Lieutenant-Commanders—Immediate, Commanders and above—Indeterminate, but not expected to be too long a time.

LECTURES AND FILMS

Their presentation has taken the form of an introductory talk by a Naval officer followed by a lecture given by the officer commanding the team. The lecture is illustrated with films of Royal Marines in action.

Team members demonstrate their specialised equipment such as aqualungs, ski-ing outfits and radio transmitters. There has been a static display showing the different weapons and equipment used by the Corps. The teams have generally had audiences of between 15 and 200—and on one occasion 600.

DARTMOUTH SQUADRON



Dartmouth is part of the Plymouth Command and ships of the Dartmouth Training Squadron frequently visit Plymouth. The Squadron is composed of four Whitby Class frigates—Tenby, Torquay (above), Eastbourne (at left) and Scarborough. The main task of the Squadron is to provide basic ship experience for officer cadets of the Royal Navy. The squadron also provides sea experience for Royal Marines Young Officers and Engine-Room Artificer Apprentices. The period afloat provides an early opportunity for young officers to find their 'sea legs' and to apply some of the knowledge they have acquired during their time at Dartmouth. While at sea cadets are accommodated as ratings and live in broadside messes. They are trained in general shipboard duties, navigation, gunnery, A/S warfare, Officer of the Watch duties and seamanship.

Raleigh's nylon-hosed surgeons

A FEW weeks ago national newspapers in this country and abroad carried a story about H.M.S. Raleigh's very lovely lady Surgeon Lieutenants... a doctor and dentist. It raised much favourable comment from ex-sailors and it has been claimed, in certain circles, that recruiting figures have jumped. West Country poet, Mr. Bernard Campion, has given his kind permission to reproduce the small piece he wrote on this subject.

WORKED ON SIAM ROAD
Mr. Campion spent 27 years in the Royal Navy and was a Master-at-Arms. He was serving in the Prince of Wales when she was sunk by the Japanese and spent three-and-a-half years in a prisoner of war camp. He worked on the dreaded Siam Railroad.

It says a lot for his courage that he hasn't lost his magnificent sense of humour.

Mr. Campion's lines are heard often on the BBC.

NO COMPLAINTS!
Although a year or so has passed
Since last I served before the mast
I sometimes heave a wistful sigh
For carefree golden days gone by

And wonder if the lads to-day
Are better off in any way...
In one respect I won't deny
The standard's never been so high—
The point I've just been moved to mention
Concerns their medical attention.
I know when I was indisposed
No gorgeous doctor, nylon-hosed.

(Continued in column 4)



H.M.S. Fearless on arrival at Plymouth. Built by Harland and Woolf at Belfast this Assault ship displaces 12,500 tons (full load), is 520 feet in length (o.a.) and has a beam of 80 feet

Combined Operations Ship cross between Merchantman and Aircraft Carrier

FEARLESS INTER-SERVICE MANNED

I SUPPOSE it must have been her extraordinary shape that first caught my eye. On Plymouth Hoe it was blowing hard and drizzling, and normally I wouldn't have stopped, but here was something different.

I'd say she was all of 12,000 tons and thus bigger than our largest cruiser in commission today. It looked as though someone had crossed a merchantman with an aircraft carrier, and as she came closer the detail of her high freeboard, enormous mast and the unusual layout of her funnels, sided and in echelon, became apparent.

Soon I could see the red Combined Operations emblems on her funnels, and realisation dawned that this must be the Royal Navy's brand new Assault Ship H.M.S. Fearless.

I could see now that the after half was indeed a flight deck from which helicopters could operate and, as the ship passed, so the great stern gate came into view. It was an exciting

thought that through this gate many landing craft in the future will carry their loads of soldiers, tanks, guns, lorries and stores from the ship to the landing beaches.

UNEXPECTED IS NORMAL

My interest aroused I was soon fortunate to be invited on board to find out more of this unique and fascinating vessel. The visitor, used to more conventional naval ships, may be surprised to be saluted over the brow by a Captain of the Royal Engineers or the Royal Corps of Signals. Equally unexpectedly he may find an Army corporal on the gangway in place of the more usual Naval rating or Royal Marine. But then, in Fearless, the unexpected is, in fact, the normal.

Here, as never before, we find a fine mixture of some 500 Naval, Royal Marine and Army officers and men jointly responsible for running the ship. When R.A.F. helicopters are engaged in working from the flight deck, we shall really see interservice combined operations of the finest and most intimate kind, and this, I understand, will happen very soon.

In Fearless, versatility is a watchword, and many tricky situations ashore may be eased by the timely introduction of a squadron of tanks and guns, or whatever balance of military manpower and equipment is required to meet the occasion.

Being only half the displacement of the existing Commando Ships, Fearless will not be a rival or a replacement for them but the essential complement. Indeed, she will depend on the Commando Ship in many cases for her helicopter facility, as she will not be equipped with her own flight of them.

LANDING CRAFT FLOAT OUT

As a landing becomes necessary, so the stern gate will be opened and, as water is pumped into the ballast tanks, the dock will be flooded to a sufficient depth for the Royal Marines to drive out their landing craft to take their loads of men and machines to the shore.

When ashore the force will be marshalled by the Beach Control Unit of Royal Marines and Royal Engineers, and then con-

trolled in the field by radio from the specially equipped Assault Operations Room on board, thus keeping the various units of the force and the higher command closely in touch with the progress of the whole action. This control is possible only because of the complete integration, despite their different training, of the Royal Naval and Royal Corps of Signals communications team.

This is a joint enterprise which must be an exciting and stimulating experience for all who serve in her.

'Please find my husband'

THE Naval Wives Information Service has now been open for two years. It continues to provide a much needed service for naval families.

During the past year many letters were received from different parts of the United Kingdom and stations abroad, and queries concerning pay and allowances, sending telegrams abroad, what to take to foreign stations, etc., have all been dealt with or passed on to the appropriate authority. The Service was even asked to find a lost husband!

Four thousand seven hundred booklets have been sent to families on their arrival in Plymouth. The Information Service would like still more co-operation from the ships in sending addresses of ratings living ashore. It is often these wives who become lonely when the husband goes away and perhaps find themselves faced with a problem which they are unable to cope with.

LIAISON WITH WELFARE OFFICE

Several wives have been put in touch with the Naval Clubs and lonely ones referred to the Service by the Welfare Office are visited by members of the R.N. Wives Association with whom there is a strong liaison. The Naval Wives Information Service found a most reliable woman who was prepared to live in with a family in time of illness or confinement when the husband was away. She has been to several families.

Last May an Accommodation Bureau was set up and so far 65 people have been found accommodation, although there has been 167 inquiries. Accommodation is the biggest problem and although advertisements are put regularly in the local paper the response is not enough.

From time to time caravans become vacant at Tamerton Foliot and these are an excellent stop-gap for families waiting for married quarters or have been made homeless.

Who took over Gurkha's girls?

IT must have been a dream Christmas for London's young debutantes. Why? Because they had dozens of handsome (?) rich (?) well dressed (?) young Naval officers to help them 'live it up' over the festive season.

It all started when this distressing message was passed to the girls through the personal columns of 'The Times'—'The bachelor officers of H.M.S. Gurkha much regret that they are unable to accept any invitations over this Yuletide as they will be wintering abroad.'

In the Persian Gulf to be exact. Hard luck the Gurkha.

But wait; the girls read good news a few days later in the very same columns. It said—'The bachelor officers of H.M.S. Hampshire have pleasure in announcing that they will be wintering in Home Waters this year and will be pleased to accept any Yuletide invitations.'

ALL IS NOT LOST

Dry those tears shed for Gurkha's departure, girls, all is not lost after all. But better news is to come.

The following day another message appeared in 'The Times.' This time the bachelor staff officers of H.M.S. Dartmouth announced that they would be pleased to accept any invitation 'which might otherwise have been sent to the officers of H.M.S. Gurkha.' As staff officers they could afford to be a bit more direct.

But trust our Australian brothers to have the last word. At 21s. a line they announced—'The Australian Bachelor Officers of H.M.S. Thunderer are pleased to announce that owing to their Christmas abroad they will be happy to accept any invitations this Yuletide.'

Someone had a 'good Christmas'!

THE ROYALS DO COME IN FROM THE HILLS

THE Colonel growled, "Be in my office at 1000 tomorrow." The only time he ever said such things was when I had dropped the ball or saved the day. Next day, quivering before him, he snarled, "Your request for exchange duty has been approved. You go to the Royal Marines in April. Out!" It was the nicest thing he had ever said to me! Since that day, I must confess, there have been a few icy nights atop bleak Dartmoor Tors when I have pondered my former Commanding Officer's motives!

I packed up my family and rushed to England. We arrived just in time to see the last of 43 Commando departing through the gate for their spring leave. This gave us an immediate opportunity to explore our new surroundings. As I remember most of my wife's exploratory efforts were in one direction. Learning to use a dozen shops in lieu of one big one was a monumental adjustment!

Joining the Commando on May 3 was off to field manoeuvres with the Dutch Marines on May 4. After a week of this I began to wonder if the Royal Marines ever came in from the hills! Finally the Dutchmen went home—and so did we.

A whirl at the Commando course followed. Since then it has been a series of pleasurable operations, most of them in my capacity as OC 'P' Company, 43 Commando, R.M.

NOT MANY CHANGES!

It is really a fairly simple matter to be a U.S. Marine Exchange Officer. All one must learn is new military terminology, rank structure, weapons system, infantry organisation, drill, rules of military justice, and personnel administration. Also a few incidental lessons, for example: It was warm enough last summer to swim; Littlewoods pools are prejudiced against us marines; and beer drinking at the noon hour has its pitfalls!!

I am constantly asked the unfair question, 'What do you find to be the most marked difference between U.S. and Royal Marines?' I imagine that 189,999 other U.S. Marines, if in my boots, would reply with as many answers, complimentary or otherwise. Personally I have come to admire the characteristic pleasantness of the 'Royal.' This cheeriness under all conditions is impressed upon him from the first day of his recruit training. He learns his lesson well. He is the only breed of trooper I have met who can curse a freezing downpour and smile at the same time! In truth I don't believe there is any major difference between the two. Cap badges may differ, but behind them there is the same brave, dedicated, professional proud sea-soldier.

When the chips go down I will always welcome the proximity of Royal Marines. Be they to the front, rear, on the flanks, or on the way, I shall count my blessings.

Among the many outstanding exhibits at the British Toy Manufacturers Association Toy Fair which opened at Brighton on January 30 is an Airfix model of H.M.S. Victory, Nelson's flag-ship—a 23-in.-long model boasting 353 pieces. Other interesting kits include a B29 Superfortress bomber—2-ft. wingspan—the U.S. torpedo-bomber in the Royal Navy and many Avengers, which also saw service models of cars and dolls.

—Bernard Campion.



Capt. Derek Empson, R.N. (left), formerly captain of H.M.S. Eagle, chats to two other ex-members of the carrier's crew—Cdr. D. W. Barthelmas, R.N., and Mr. Bray (right). In the background is one of the large blown-up photographs of H.M.S. Eagle that decorate the walls of Plymouth's newest public house

A new inn named after carrier

THE Eagle, Plymouth's newest public-house in Cornwall Street, had an appropriate opening by Capt. Derek Empson, R.N., formerly captain of the aircraft carrier H.M.S. Eagle.

Before pushing a button to deliver the first pint of beer, Capt. Empson said he was glad to see such a long bar counter. This was very appropriate as H.M.S. Eagle had, in her wardroom, the longest bar in the Fleet.

The decor of the new inn includes old Royal Navy uniforms and swords and blown-up photographs of the carrier.

Also among the guests were two other ex-members of the Eagle's crew—Cdr. D. W. Barthelmas, R.N., Engineer Officer until August, 1965, and Mr. Bray, ex-Master-at-Arms.

A feature of the Eagle is that the cellar is on the first floor. And pints are not drawn... but delivered into the glass at the press of a button.

The licensee hopes that the crew of the carrier will call in and see their own pub when they come home.

ME STAIN ENGLAND

(By a R.A.N. Engineer Officer at R.N.E.C., Manadon)

Owergoingmte? Orrite? If Oyll tiger garbler mince treed the sar tickle I'll tellyer bidder bout me stain England.

I'm stain near ut Manadon doon injun earring cause wither Roil Navy knife been ear long nufferno. They're numb butter buncha drongoes these Poms. Talker bouter mobber nongs. Jeez, they talk funny. "Thairnk yoch for the orp tune tare to spick to yoch to nate," eggset-terer.

Grub slousy to. Numb but baked necks fub wrecker, livin' bacon flunch, an rose beaver tea—witches scald sup rover rear. Tellyer mite, snows tyke in this joint. (Har har, notes me pun?).

'IT'S HARD'

Welleffry dye sep Saddy. Sunny and Wensdy weave lechers from harps tait till harps four. Stew much for a cove. I'll ever never sprike tan the waits goan. Sard yacker orrite. Saul sly drools toughen maths, egg setterer.

Difference ports they veer Saul sockran union. No rules. Bloke arsed medagoda the footy the sarvo. Dingo but, sorten TV. Stew colders tend outside, coz the wether saw flear. Blow gets yews tit but though I khan waferer bidder the bronzy again.

Wender Lunnon overleaf Sore sin palls, Wes Mincer. Buck Patters and Towerer Lunnon. Watta place! Bigrun Sinnian Melbun! Wooden gopher ut sup lace tat live but. Stool arch. Gimme Sinny anytime.

Man join me self but. S'not so bad arf trawl. Wellbeseinyer.



Sub-Lieut. N. W. Sweny (in front) and D. J. Mutch in their canoe. (Photo.—J. H. Bottrell, Penzance.)

Scillies to Cornwall—first crossing by canoe

ATTRACTED by sunshine, sea and a desire to do something unusual, 12 officers from the Royal Naval Engineering College, Manadon, decided to visit the Scilly Isles by MFV last summer. As a challenge it was decided that the main objective of the visit would be to train two two-men crews for a canoe crossing from the Scillies to the Cornish coast some 30 miles away. The fact that such a crossing had never before been successfully completed added spice to the venture.

On arrival at the Scillies the MFV berthed alongside at Saint Marys and contact was soon established with locals and notables.

PRIME MINISTER'S VISIT

The evening set aside for the 'official' party was a great success. Before it started, the Captain of the team, Lieut. P. M. Burgess, R.N., was called to the jetty to meet a small rather portly man with grey hair, carrying a string of mackerel. In a Yorkshire accent he said he was sorry he could not come to the party, but could he have a look round the boat? Much confusion—it's not every day one meets the Prime Minister!

After a week of waiting for the weather to moderate, the attempt was made on the last day in the Scillies. The weather was still not good, visibility was poor and a heavy swell was running. About four miles out, Sub-Lieuts. J. A. Stone and R. F. Lovelock in the second canoe, who were suffering badly from sea sickness, began to lag behind and shortly afterwards capsized.

While the canoe was being rescued, the first canoe, the Fraulein, manned by Sub-Lieuts. N. W. Sweny and D. J. Mutch pressed on towards Cornwall. Soon they had left the MFV well behind and fearful of being lost in the gloom, they fired a flare to guide it towards them. The flare was sighted by the MFV shortly after the capsized canoe had

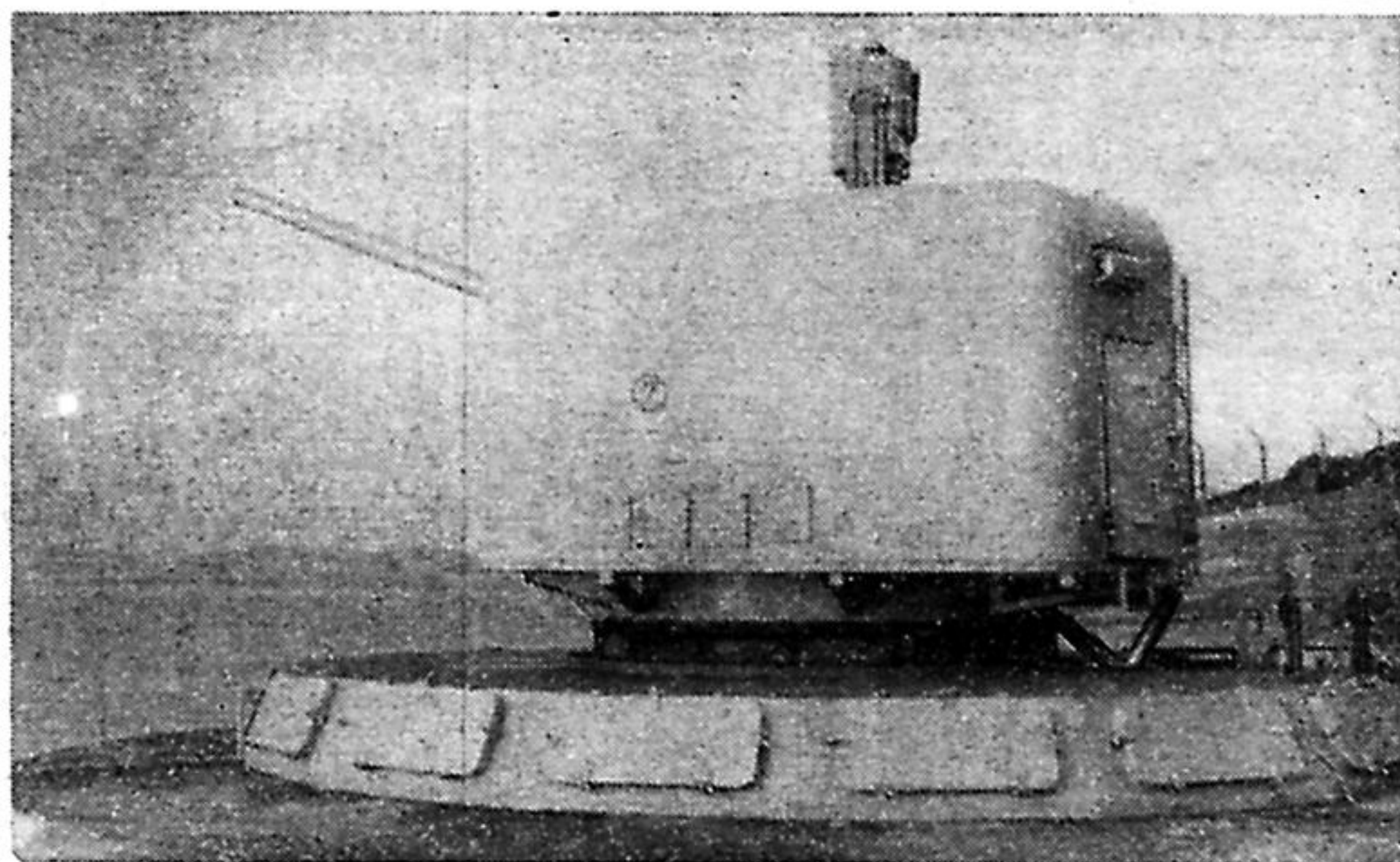
been picked up. Soon Fraulein was sighted and the gap was closed again.

The long trek continued and as the sea became more choppy, the battle against swell and tide worsened. But aching muscles could not be relaxed—it was imperative to keep up to schedule in order to get the most relief from the currents off Land's End.

HEAVY SWELL AND WIND

Some hours after leaving Saint Marys, Fraulein was abreast the Longships Light, the tricky tide-race had been passed and soon the canoe would be in the lee of land. The heavy swell persisted and the wind showed no signs of abating. The strain was beginning to tell and the canoeists were near exhaustion. Sustenance was needed and passed by a light jackstay. Fortified by the sustenance the canoeists forced on and 30 minutes later Sennan Cove was within half a mile. There was a heavy surf running on the beach, with spray going about 40 feet up the cliffs. On the advice of the Coastguards, it was decided that the risk of injury in landing on the beach was too great and Fraulein and her crew were finally brought aboard the MFV 500 yards from the beach, some six and three-quarter hours after leaving the Scillies.

It had been done. For the first recorded time the crossing from the Scillies to the Cornish coast had been completed without the aid of sail or engine.



A 4.5 inch Mk. 6 turret at H.M.S. Cambridge

H.M.S. CAMBRIDGE TO STAY—AND GROW

Gun will be here for a long time to come

NOW that the doubt has been removed about the future of H.M.S. Cambridge, gunnery training can proceed uninterrupted... and the programme of modernisation of the establishment, which has been held in abeyance for about 14 months, can move forward.

An extensive modernisation plan costing tens of thousands of pounds is to be carried out. The plans include a new administrative block, combined gymnasium lecture hall, cinema and transport shelter, more accommodation for those living in and an extension to the wardroom.

But just how valuable is the gun in the missile age? Gunnery is the cheapest and most effective way of carrying out many of the tasks facing the Royal Navy today and in the future. As one gunnery officer puts it: 'If you crack nuts you don't use a sledge hammer!'

GUN HAS A FUTURE

The Navy finds a Bofors—£6 for a cartridge and shell—a better and cheaper way of sinking a sampan or junk, than a guided missile—ranging from the £5,000-a-time-(Seacat) upwards.

The gun remains tops for bombardment and close support for the Marines ashore. The much maligned gun has a future in the 20th-century Navy... and a great and important one. And H.M.S. Cambridge turns out the world's finest naval gunners.

Set in the beautiful scenery of South Devon, some ten miles to the east of Plymouth, lies the Navy's only gunnery training range, H.M.S. Cambridge. This range is fitted with all the most modern gunnery equipment to be found at sea.

H.M.S. Cambridge carries out

practical training for all officers and men undergoing gunnery courses at H.M.S. Excellent. This training includes live firings at aircraft, surface and bombardment targets.

All gunnery teams from ships recommissioning spend either a week or a fortnight at H.M.S. Cambridge so as to become familiar with the type of equipment fitted in their particular ships. Having completed the course, the ships' gunnery teams are well on the road to becoming an efficient unit and in consequence the time required by the ship in working up to operational efficiency is reduced.

TRIALS AND TRAINING

Other important tasks of H.M.S. Cambridge include trials for the Ministry of Defence and continuation training of all young Seaman Gunners after they have completed their Basic Training and until they go to sea.

Questions are sometimes asked about the continued use of guns in a world producing weapons of mass destruction and guided missiles. This is a fair question but it is easily answered, when one considers the relative cost and effectiveness of weapons. Against fast flying aircraft and missiles, the gun provides only limited defence but in situations like the confrontation in Malaysia, unrest in Aden and Middle Eastern states, the gun is unsurpassed in unnecessary casualties.

Looking into the future, it is evident that the gun will be with us for a very long time to come and that H.M.S. Cambridge will continue to play its vital role of improving the efficiency of the fleet throughout the world.

GUNNERY RANGE DECISION

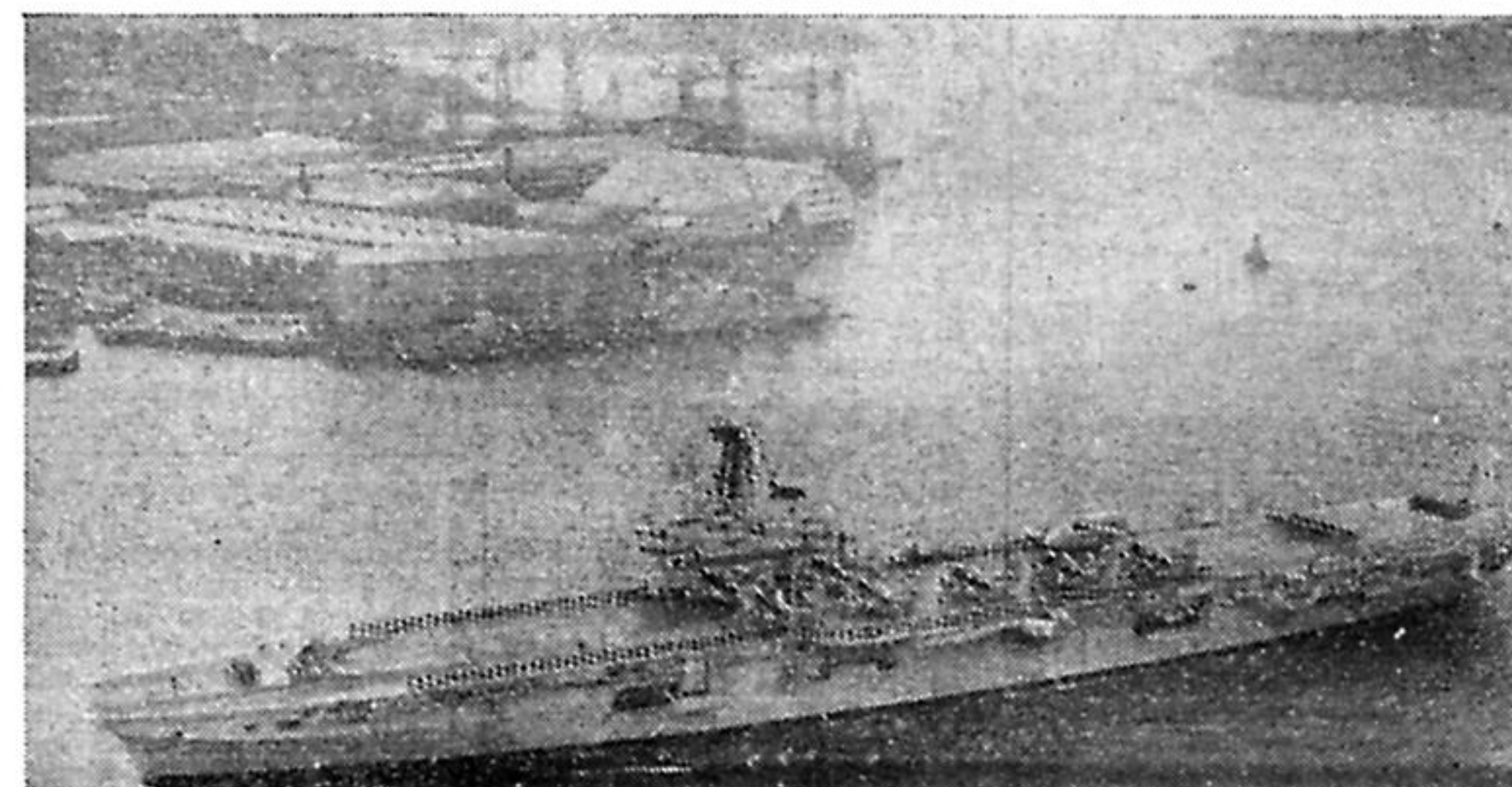
A PLAN by Plymouth City Council to build a £1,200,000 municipal airport at Collaton Cross has been ruled out by Mr. Christopher Mayhew, Minister for Defence (Navy) in the Commons. The site is only four miles from the naval gunnery range.

He ended more than two years of speculation by saying that the Government had decided that the construction of an airfield could not be justified 'in the foreseeable future,' and he made it clear that aircraft operations at Collaton Cross would be incompatible with the continued use of H.M.S. Cambridge.

Mr. Mayhew also said that 'since 1950, well over £2,500,000 has been spent on setting up and maintaining this naval gunnery range. To move it somewhere else would probably cost over £3,000,000.'

'However the Government has decided that the development of a new airport for Plymouth at Collaton Cross, close to the range, cannot be justified in the foreseeable future and so the question of moving H.M.S. Cambridge does not now arise.'

COMMONWEALTH VISITOR



H.M.C.S. Bonaventure entering Plymouth during a recent NATO exercise. Laid down at Harland and Woolf's Yard, Belfast, in November, 1943, as the Powerful, work was suspended in May, 1946, but she was purchased by Canada and construction was resumed in July, 1952. Just above the 'Bonny's' mast may be seen the destroyer H.M.S. Carysfort



S.B.P.O. Graham treating a Kelabit baby for a jungle sore on its head, while the mother looks on, at Bario, Sarawak

'Doc' finds variety in Sarawak

DURING the Indonesian confrontation many officers and men of the Royal Navy, particularly those attached to helicopter squadrons of the commando ships and carriers, have spent long periods on shore, and the local inhabitants have come to trust them and to go to them for help and advice.

At its forward base at Bario in the Fourth Division of Sarawak, only a few miles from the Indonesian border, 848 Naval Air Commando Squadron's Sick Berth Petty Officer, Alan Graham, in his middle

forties and whose wife lives at 7 Landsdowne Square, Weymouth, is kept busy giving medical treatment to sick Kelabits—one of the indigenous races in Borneo.

PLENTY OF VARIETY

S.B.P.O. Graham, who is actually a member of the ship's company of H.M.S. Albion, is temporarily attached to the squadron for duty ashore and at his small sick bay he finds that a lot of his time is taken up with the Kelabits. "I like the job very much," said Alan. "There is so much more variety treating all these Kelabits than ever I would find back in England, or afloat."

P.O. Graham, who has been in the Navy for 27 years, was involved in an emergency case at sea off Malta last March during Albion's voyage to the Far East. He was winched down from a helicopter to a Greek merchant ship on which was an engineering officer who had severed two fingers on his right hand. After attending the sick man P.O. Graham got the patient winched aboard the helicopter which then flew him to hospital in Malta.

Folk music trio

THE leader (six-string guitar), manager and vocalist A.B. Robert Ballantyne, of Essex, R.O. Brian Ford (six-string guitar), of Bristol and Bruce Hajee (twelve-string guitar), of Edinburgh, have formed themselves into a folk music trio in H.M.S. Devonshire, and have had considerable success.

The group (The 'Tarriers') (Continued in column 4)

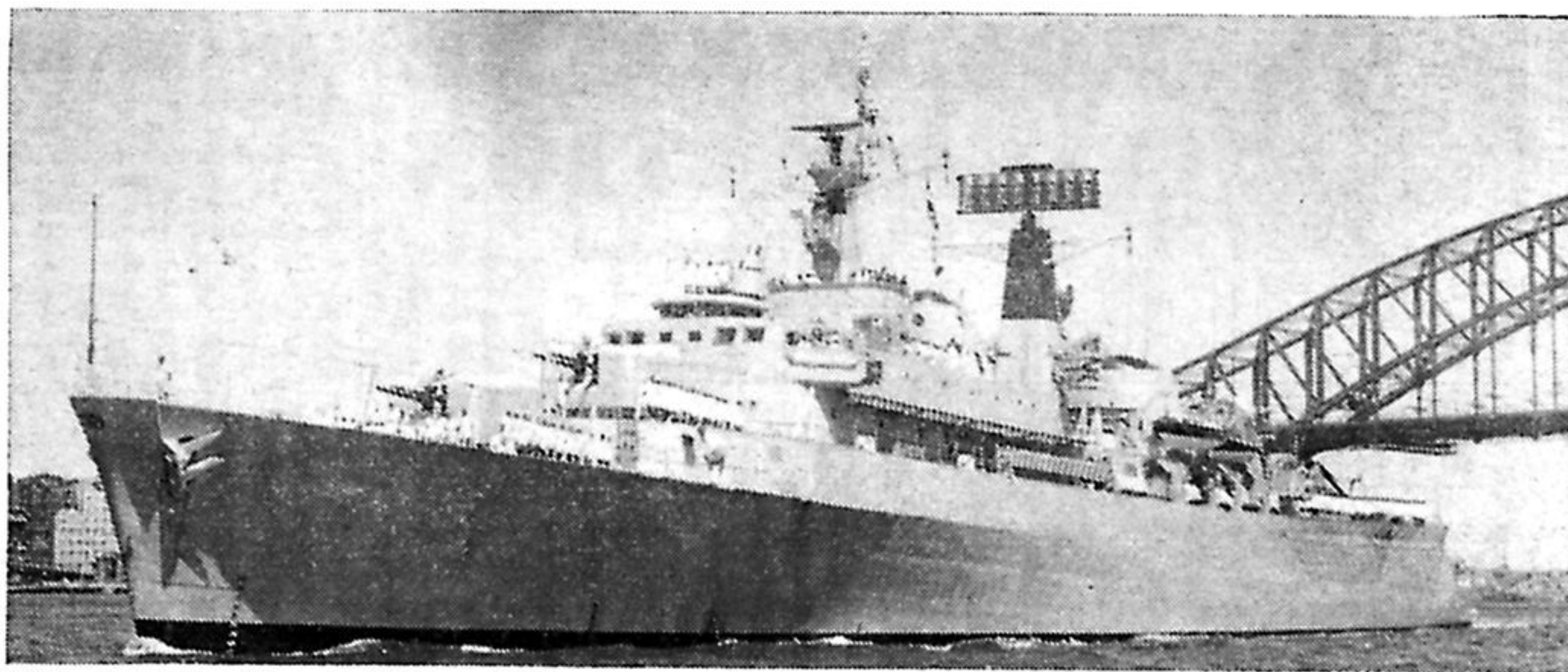
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DEVONSHIRE AT SYDNEY



H.M.S. Devonshire (Capt. D. Williams, R.N.), visits Australia (December, 1965). After Exercise 'Warrior' in which ships of the Royal Navy took part with the Royal Australian Navy and units of the United States Navy, the largest peace-time exercise ever held in Australian waters and which lasted nearly three weeks, H.M. Ships Devonshire, Euryalus, Whitby and Barrosa, and the Royal Fleet Auxiliaries Tidereach, Fort Duquesne and Fort Langley, together with H.M.A. Ships Anzac, Parramatta and Yarra, went to Sydney, berthing at the Naval Dockyard, Garden Island. The Royal Navy ships stayed in Sydney until December 10, and then individual ships visited Melbourne, and Hobart (Tasmania), coming together again for visits to Fremantle, Geraldton, Albany and Carnarvon over the Christmas period. Photograph shows Devonshire at Sydney, N.S.W.

NAVY GIVES UP LONELIEST W/T STATION

THE Royal Navy has given up its loneliest outpost in the Far East—a wireless station in the remote lighthouse at Tanjong Po—which is perched high on an isolated peninsula with a panoramic view of the Sarawak Jungle and the golden beaches fringing the South China Sea. The station was opened up two years ago.

For a month at a time four radio operators lived a Robinson Crusoe existence at the lighthouse, which was accessible only by helicopter or by a long boat journey and a climb up 400 almost vertical steps and a steep cliff path.

The station was used to relay messages between the shore and naval vessels patrolling the coast in search of Indonesian infiltrators. It has been replaced by a new station near Kuching.

NO EGGS—NO CHICKEN!

The ratings shared their vigil with two Malay lighthouse keepers and a wide variety of animal life, including monkeys, giant lizards and snakes. Six chickens were flown in by helicopter to ensure a regular supply of eggs, but they were terrorised by the snakes and lizards and produced no eggs. The ratings compromised by eating the chickens.

The last four radio operators to serve at Tanjong Po were: William Lambie, of Renfrew; James Valentine, of Aveley, Essex; Maldwyn Bowden of Leytonstone and Peter Robinson of Nocton, Lincs.

Visit to Tasmania

ON a crisp, sunny morning in December H.M. Ships Barrosa and Whitby ceremoniously entered Hobart Harbour, truly one of the world's finest harbours. The two ships berthed at Elizabeth Street Pier, right in the heart of the city and, with no dockyard to separate the sailors from the local inhabitants, friendships were quickly struck up.

The high-light of the Hobart stay was a party for spastic children, glamorised by the presence of 'Miss Australia'. The big effort made by the 'pirates' Barrosa were amply rewarded by the smiling and happy faces of their hostages.

While open to visitors a total of 4,373 people trod their inquisitive way around. This number does not include the organised weekday visits by boys' organisations and schools, and the odd interested onlooker who charmed their way on board.

Ten-pin for Navy men in China Fleet Club FIRST FULLY AUTOMATIC LANES IN HONG KONG

THE China Fleet Club, so well known to men of the ships of the China Station, as it was so called, and the Far East Station, now has two new valuable amenities. A new automatic bowling centre and dance hall were opened on December 21, 1965, by the Governor and Commander-in-Chief, Hong Kong, Sir David Trench.

The club, the early records of which were lost or destroyed during the Japanese occupation, was built in 1934 with funds contributed by the Admiralty and men of the Lower Deck, by whom the Club is owned and managed. The part of the club which has now been rebuilt is the old theatre which, after the war, became a cinema, but fewer and fewer members have made use of it in recent years.

A large part of the building has now been modernised and at the beginning of last year it was decided to go ahead with the major project of converting the cinema to an air-conditioned bowling centre. Work started in June, 1965, and the whole inside of the theatre was removed, including the staircase, balcony and stage.

FIRST IN HONG KONG

A new first floor has been built to provide a dance and tombola hall above the new bowling lanes, with access by a bridge from the main club. On the ground floor eight fully automatic bowling lanes have been fitted, which comply with the American Bowling Association Congress and British Ten-pin Bowling Association standards. They are the first fully automatic bowling lanes to be built in the colony.

By its constitution the China Fleet Club is unique in the Royal Navy and has played a large part in providing rest and entertainment for the men of the Far East Fleet. The Manager is C.P.O. Writer K. L. Palmer, who comes from Devon. He joined the Navy in 1939 and was awarded the B.E.M. in 1953 while serving on the staff of the Flag Officer, Second-in-Command, Far East Fleet. He has two sons in the Service. His Deputy is C.P.O.

(Continued from column 2)

have appeared in hotels and on the radio in Singapore, at night clubs in Japan and Hong Kong and had local engagements in Australia.

Their first engagement was unique in that it was staged hundreds of miles from land on Devonshire's closed-circuit television.

NAVY'S FIRST 'MIXED-MANNED' SHIP

H.M.S. Verulam, which was laid down exactly 25 years ago at Fairfield's Yard, Govan, does not let her age stand in the way of the Navy's most revolutionary ideas.

The ship, which acts as a trials ship for the Admiralty Underwater Weapons Establishment, Portland, prides itself on being Britain's first 'mixed-manned' ship or, to be a little more precise, 'mixed-sexed'.

Popular members of the wardroom mess are four young women who, as members of the Trials Establishment, are often to be seen working on board.

They will participate in some aspects of a forthcoming trip to the Mediterranean, but the Nelsonian cry of "Show a leg there" will not be heard in Verulam—the ladies are not allowed to sleep on board.

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Patron: H.M. The Queen

"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"

'They'll give their eyes'

WHEN the appeal from the General Council of the Royal Naval Association for £6,000 to create a Trust Fund in memory of its former Vice-Patron, Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E., the interest to be devoted to the purchasing and training of a guide dog each year, was discussed by the shipmates of the Croydon branch, it was decided that the branch being only a small one, and 60 per cent. of the members being over 65, it was not in a position to help financially.

The shipmates were, however, most sympathetic towards the cause and discussed ways and means whereby this sympathy and desire to help the blind could be achieved.

A resolution was proposed, seconded and passed unanimously—"We will freely give our eyes after death to help some persons to enjoy the sight of the things they only know by touch and imagination."

Every member is being sent a letter to attend the next meeting in order to confirm the resolution and, when confirmed, steps will be taken to see that the necessary arrangements are put in hand.

The 'Navy News' correspondent at Croydon writes—"If every branch in the Royal Naval Association passed the same re-

solution as Croydon, the effect would be enormous. The Association would be, it is thought, the first ever to make such an

offer, and Surgeons—and the blind recipients—would bless the men of the Royal Naval Association."

BAD WEATHER DID NOT AFFECT ATTENDANCE AT FAREHAM

DESPITE the severe weather there was a good muster when the Fareham branch of the Royal Naval Association held its Annual General Meeting.

The year had, on the whole, been successful—the social functions had been well attended, the bi-monthly Ladies' Night being outstanding, and it was agreed that they should continue.

The President of the branch, Rear-Admiral Sir K. Buckley,

K.B.E., took the chair for the election of officers and in his address gave some excellent suggestions for the continued well-being of the branch.

Shipmate R. V. Newman, the retiring chairman, thanked all members for their loyalty and support during his long period of office. Shipmate T. R. Howard was elected chairman, Shipmate Hawkins vice-chairman, Shipmate Wassell, Secretary and Shipmate Titcombe, Treasurer.

GIFT FOR LADIES' CHAIRMAN

THE past weeks have been full of activities for the Plymouth branch of the Royal Naval Association. Among many items two gave great satisfaction to the shipmates.

Just before Christmas the aged and infirm shipmates were entertained to a free social evening. The visitors' enjoyment was heightened by shipmates with their own transport seeing to it that their guests were taken from and back to their homes by car.

The Christmas Draw also took place on that occasion, but the highlight of the evening was the presentation of a handbag to Mrs. Ethel Pusey, Chairman of the Ladies' Section in appreciation of her devoted work for the branch over a number of years.

New Year's Eve was celebrated with the traditional ceremonies.

The Children's Party was held on January 8, when Shipmate 'Jack' Webb acted as Father Christmas. The Ladies' Section had worked hard to organise the event and must have been well rewarded by seeing 60 youngsters obviously enjoying every minute of it.

'Big Jack the Marine' wins Cup again

THE annual general meeting of No. 10 Area, of the Royal Naval Association (Lancs, Cheshire, Westmorland, Isle of Man, Cumberland and North Wales), was held at Morecambe on January 8, 18 delegates being present together with some 20 observers.

The proceedings opened with the usual Standard Bearers' competition which was judged by Capt. H. H. R. Moore, D.S.C., R.N., and won, for the second year in succession, by 'Big Jack the Marine.' Shipmate Jack Ashcroft, of Runcorn.

After an address of welcome by the President of the host branch (Morecambe), Capt. Moore presented Shipmate Ashcroft with the trophy and was in turn thanked for honouring the meeting with his presence and presenting the cup.

ELECTION OF OFFICERS

The very serious business of selecting the executive for the coming year was the main business of the meeting, and the following were elected to office: Shipmate W. Atherton (Widnes), Chairman; Shipmate F. Brazier (Crosby), Vice-Chairman; Shipmate C. Matthews (Liverpool), Secretary; and Shipmate E. Cross (Preston), Treasurer. Shipmate Cross is now a very busy man for he is National Council Member.

Area Treasurer, Branch Chairman and official correspondent for 'Navy News' for the Area.

The National Council Member said that it had been stated that nothing was ever heard from the Area and that no articles appeared in 'Navy News.' He went on to say, however, that "We are definitely not 'lead-swingers' as the records show. In numbers of branches we are now the largest Area, having just welcomed back into the 'fleet' Wallasey branch, which has been salvaged and refloated, and very soon we will have welcomed Macclesfield into our ranks, and there is the possibility of two (at least) more new branches in the offing. Furthermore, it will not be very long now before No. 10 Area will have the largest ship's company as well. We may be silent but we certainly are active, without 'blowing our own trumpets'."

(Continued from column 5)

present how much he appreciated the privilege of taking the chair at the meeting and in his review of the past year he spoke of the splendid hospitality given by the Battle branch at the last Area meeting and said that the policy of holding the summer meetings at outlying branches had been most successful.

The President also congratulated Shipmate Legg, the Area Secretary, on completing 18 years as a National Council member.

MEMBERSHIP OVER 1,000

The Area Secretary, in his report, stated that the paid-up membership of the Area was 1,054. This number did not include Life and 'over age' members.

Shipmate Howard, of the Fareham branch, who had taken over as Standard Bearer in an emergency, felt he had to resign because of his work and Shipmate Ward of the Portsmouth branch was elected in his stead. Shipmate Howard was elected as deputy Standard Bearer.

National councillor for 18 years

WHEN the Annual General Meeting of No. 3 Area of the Royal Naval Association was held at the Portsmouth headquarters on January 22, the delegates were informed that new branches had been opened at Lewes, Rake and Christchurch.

Capt. I. A. Macintyre, R.N., the Area President, told those

(Continued in column 6)

SIX HUNDRED AT WEAR'S CHILDREN'S PARTIES

THERE were so many children to be catered for at the annual Christmas Party of the Wear branch of the Royal Naval Association, that two parties had to be held—one on the 4th and the second on the 5th January. Altogether 600 children attended.

The younger children were entertained with a conjuring show, and the older children by a 'skiffle' group. There was plenty to eat and drink and each child was introduced to Father Christmas (Shipmate 'Taffy' Thomas) and presented with a present suitable to his or her age.

A FREE PARTY

The 'not so young' had not been forgotten for, on December 21, the members of the Wear branch entertained pensioners and wives and widows. Everything was free, drinks, supper, even a raffle, and Shipmate Bland, the branch's versatile entertainer, kept the Party happy. Supper, etc. was supervised and arranged by the welfare officer, Shipmate E. Harrison, assisted by Shipmate T. White.

To crown a splendid evening Shipmate Harrison presented each pensioner shipmate with £2 10s.

For the Admiral Madden Fund for Guide Dogs, a huge bottle has been placed in the handsome foyer of the club for members to place their contributions, and the action is certainly beginning to show results. A collection is made round the building each Friday night, and there is to be a competition to guess the weight of the bottle—everything to swell the fund.

Former National Council member dies

ONE of the most active members of the Torbay branch of the Royal Naval Association, Shipmate Herbert George Webb (64), died at Paignton in December.

Shortly due to retire from the Inland Revenue where he had been employed as a Tax Officer since leaving the Royal Navy, Shipmate Webb was a member of the National Council for a considerable period, and also Association representative for Devon and Cornwall, and as such will be remembered throughout the West Country.

Shipmate Webb gave a great deal of his time to voluntary activities and must have travelled many thousands of miles in the interests of his colleagues and old Shipmates. He entered the Navy in 1915, gave 30 years of service, retiring after the Second World War as a Chief Petty Officer.

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NEPTUNE'S SCRAPBOOK



Admiral Sir Deric Holland-Martin, G.C.B., D.S.O., D.S.C., is to be placed on the Retired List to date February 9, 1966.

Vice-Admiral J. O. C. Hayes, C.B., O.B.E., has been appointed Flag Officer Scotland and Northern Ireland in succession to Vice-Admiral Sir David Gregory, C.B., D.S.O., the appointment to take effect in July, 1966. Vice-Admiral Hayes will also succeed Vice-Admiral Gregory in the NATO appointments of Commander, Northern Sub-Area Eastern Atlantic and Commander, Nore Sub-Area, Channel Command.

Captain K. H. Farahill, O.B.E., Royal Navy (who was serving in the rank of Commodore), was promoted to Rear-Admiral to date January 7, 1966.

Mr. J. P. W. Mallalieu, M.P., Under-Secretary of State for Defence (Royal Navy) visited Portland Naval Base on January 5, visiting the Naval Centre, H.M.S. Osprey, the R.N. Air Station, married quarters at Westcliff, the Naval Base and the Under Water Weapons Establishment.

Surgeon Captain W. I. N. Forrest, L.D.S., Royal Navy, has been appointed an Honorary Dental Surgeon to the Queen from January 29, 1966, in succession to Surgeon Captain A. MacDonald Watson, O.B.E., L.D.S., Royal Navy.

Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O., a former Commander-in-Chief, Portsmouth, and a former Governor of Malta, was installed as a lay canon at Portsmouth Cathedral on January 15, the ceremony being performed by the Bishop of Portsmouth (Dr. J. H. L. Phillips), assisted by the Provost (the Very Rev. E. N. Porter Goff). Admiral Sir Guy lives at Liss and is a warden of the parish church.

Rear-Admiral Anthony Davies, C.B., has been appointed the first warden of St. George's House, Windsor Castle, the residential conference centre for Church and lay consultations which is to be opened in the Cloisters of Windsor Castle and is expected to be ready for its first courses by September or October of this year. Admiral Davies saw service in the Repulse, Cossack, Indefatigable and other ships and his most recent appointments have been as Deputy Director, Naval Intelligence (1959 to 1962) and in 1963 he was appointed head of the British Defence Liaison Staff, Canberra.

The Annual General Meeting of the W.R.N.S. Benevolent Trust, Portsmouth Command, will be held in the Duchess of Kent Barracks, Southsea, at 3 p.m. on February 16. Admiral Sir Varyl Begg, G.C.B., D.S.O., will preside. All W.R.N.S. personnel, past and present, will be welcome. Cdr. C. B. Lamb, D.S.O., D.S.C., of The White Ensign Association, Ltd., will be the guest speaker.

The London Flotilla of the Association of Reserve Officers of the Royal Navy invite inquiries from prospective members. All officers of the Royal Navy, whether serving, in reserve or retired are eligible for membership. The annual subscription is £2 and there is a reduction for country members. Privileges of membership include a winter lecture programme, merchant ship training facilities, a magazine offering a wide range of naval and general maritime interest, and a number of social events. The Association is a country-wide organisation and the London Flotilla will be pleased to place any officer in touch with his local unit. Inquiries should be made to The Hon. Secretary, London Flotilla, Association of Reserve Officers of the Royal Navy, 24 Decima Street, Tower Bridge Road, London, S.E.1.

NAVY UNDER-SECRETARY TO ATTEND GREENWICH OLD BOYS' DINNER

To celebrate the fortieth anniversary of the inauguration of the Greenwich Royal Hospital School Old Boys' Association, the Portsmouth branch is to hold a dinner and dance in the Guildhall, Portsmouth, on April 22.

The principal guest will be Mr. N. A. York, M.A., Headmaster of the School and President of the Association. Others who have already accepted invitations include Mr. J. P. W. Mallalieu, M.P., the Under-Secretary of State for Defence for the Royal Navy and well-known author of 'Very Ordinary Seaman', Mr. P. S. Newel, Director of Greenwich Hospital and Mr. 'Ron' Palmer, a founder member of the Association. Many masters from the School will be in attendance and the evening will be an ideal opportunity for parents to meet the staff on a social basis.

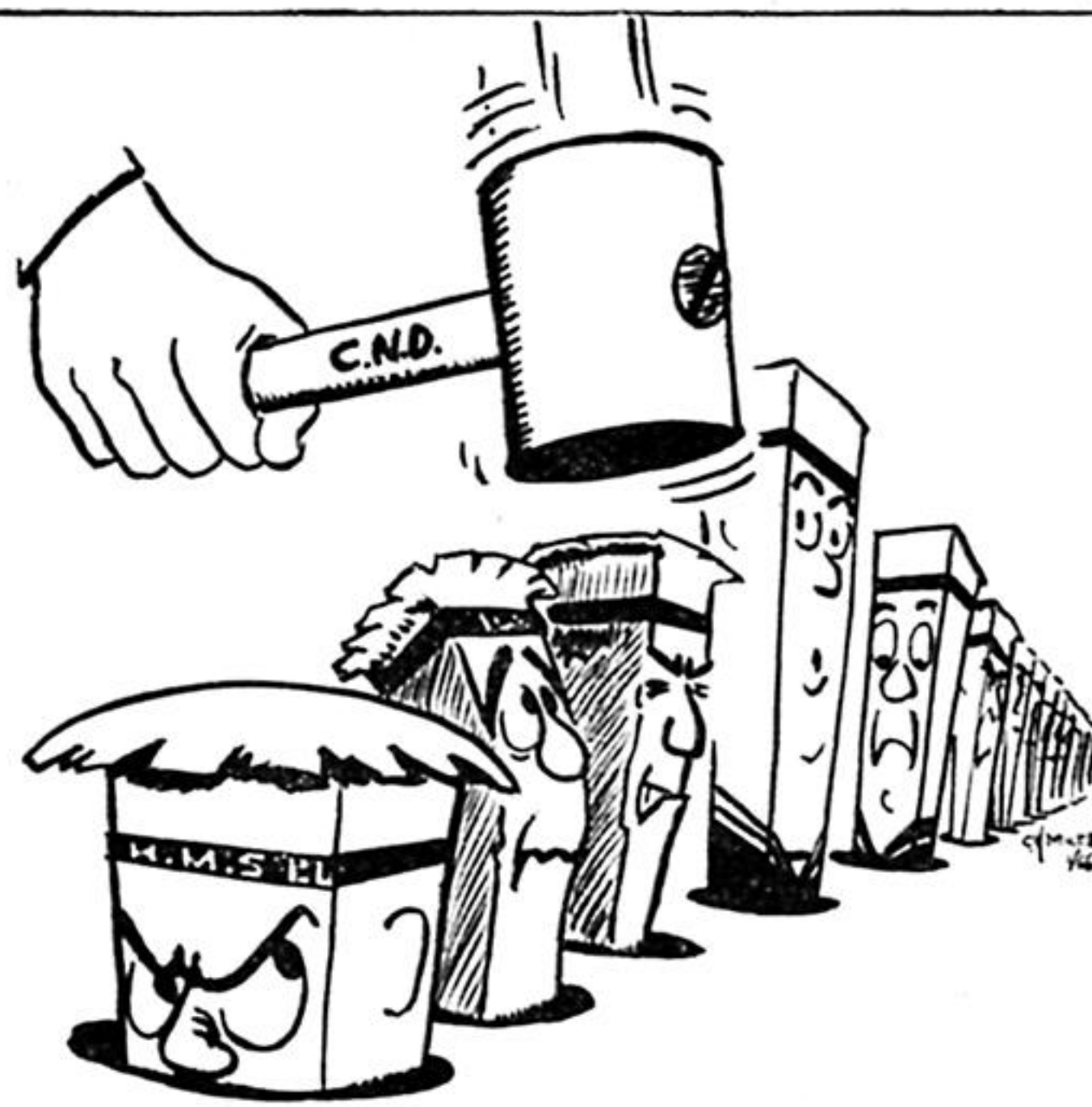
The Association was started by the then Superintendent of the School, Captain L. R. Oliphant, R.N., and almost immediately the Portsmouth branch was founded, meetings being held at the Royal Sailors' Home Club, and where they are still held. Subscriptions in those days were 6d. per quarter!

MANY CHANGES

There have been many changes at the School during the 40 years. In 1953 the establishment moved from the historic buildings of Greenwich to Holbrook in Suffolk. This was mainly due to the bequest of Giffard Sherman Reade who stated: "I make this bequest... that Britain's Navy shall never lack the material to remain in the forefront of the navies of the world."

Soon after the Second World War the boys were given the opportunity of opting out of a naval career, but the majority follow their fathers' footsteps

Drafty's Corner



An endeavour to dispel doubts and distortions

THIS is the forerunner of a regular feature which I am instituting in order to help all "Navy News" readers to a better understanding of drafting. Each month I shall try and interpret some sections of the rules in simple terms, or discuss particular aspects or sometimes perhaps explain the background of any hot subject. Thus the aim is to enlighten and dispel doubts.

In the course of a year I and my staff officers talk to something like 7,000 men; more than half of each lecture is spent answering your questions, and those we cannot answer on the spot are subsequently dealt with by written reply to the man concerned through his commanding officer. Nevertheless it is a sad fact that misunderstanding, doubt and downright distortion of fact still abound.

Since most of us are daunted by sheets of formidable facts, whether in newsprint or printed orders, I shall keep each article short and, I hope, sweet. Your Editor has kindly agreed to arrange for the column to appear in the same spot each month and I look forward to gathering a host of interested readers.

YOUR QUERIES

It follows, quite naturally, that if, as I hope, Drafty's articles stimulate interest and awareness of the many problems, you may wish to raise specific questions. Clearly, I cannot compete with a flood of private correspon-

dence about your own personal drafting problem—there are proper service channels for this, and you must continue to use them. I would add here that many of these difficulties would be solved by more careful and frequent use of Drafting Preference Cards.

Additionally I do not flatter myself that there will be none who, after reading the monthly article, may not still have some detail or query on which he would like further enlightenment. Should this happen, he should represent this to his commanding officer through his divisional officer. Any of these queries reaching me via your commanding officer will be answered, and those which have a wide application I will reproduce, from time to time, with my answer.

Thus, through this column, I sincerely hope I shall be able to provide information which will promote a better understanding of the mysteries of drafting, be interesting and worth while on a subject which, as I am well aware, is of great interest to you all.

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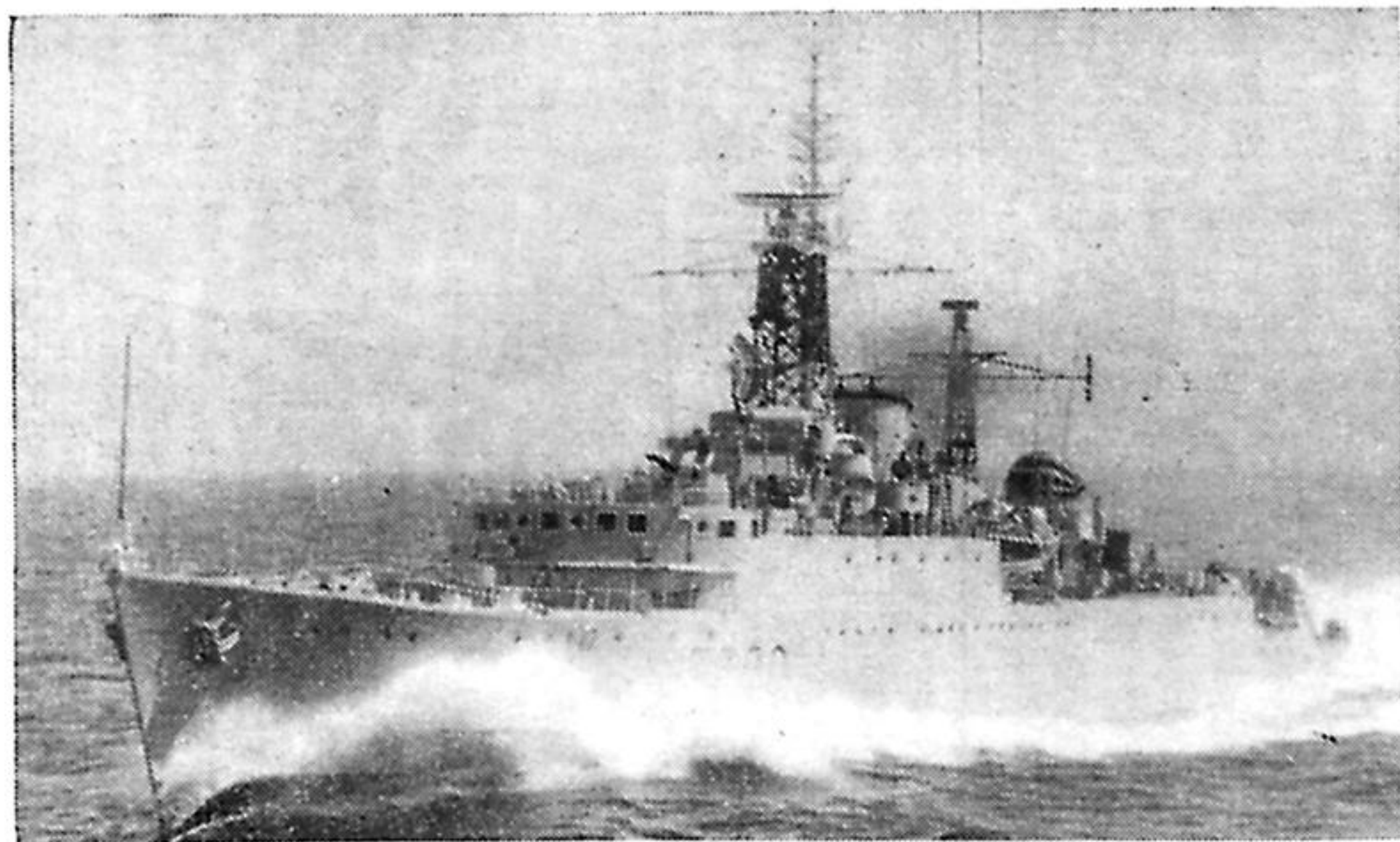
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H.M.S. Ursa, the 'War Emergency' class destroyer converted to a frigate, now in the 8th Frigate Squadron

Plymouth bell for Tobago

SHORTLY before H.M.S. Ursa (Cdr. A. L. L. Skinner, R.N.), left Plymouth on January 24 for the West Indies, first stop Bermuda, the Lord Mayor of Plymouth handed over to the ship a church bell, a gift from the city of Plymouth to the church at Plymouth, Tobago, which was devastated by hurricane 'Flora' four years ago.

The bell, weighing 80 lb. and measuring 2 ft. x 2 ft., will be taken firstly to Bermuda and then the Senior Naval Officer West Indies will arrange for the onward transmission to Tobago.

H.M.S. Ursa, originally a destroyer built by Thornycrofts, of Woolston, between May, 1942 and March, 1944, fought at Normandy and Okinawa. After the war she paid off into reserve until 1953 when she was converted by Palmers, of Hebburn, into an anti-submarine frigate.

Her present commission, in the 8th Frigate Squadron, commenced on July 21, 1964.

H.M.S. Monkton (Lieut.-Cdr. C. J. Ripper R.N.), sailed for the Far East on January 31.

FRENCH SUBMARINES AT GOSPORT



THE commander of the French Submarine Force (Contre Admiral P. Dartigue, F.N.), flying his flag the French ship Rhone, a submarine depot ship of 2,375 tons (full load), visited the headquarters of the Flag Officer Submarines at Fort Blockhouse from January 14 to 18. The Rhone was joined by the French submarines Morse (1,640 tons surface displacement) and Diane (850 tons surface displacement) on January 15.

The purpose of the visit, apart from the good-will aspect, was to return the call paid by Vice-Admiral H. R. Law, when he was Flag Officer Submarines, made at Lorient in April, 1965, and to take part in the post-exercise discussion of joint U.K./French submarine exercises, and discussions on other matters of mutual operational interest.

A comprehensive programme of entertainment was arranged for the French squadron.

HAS PLAYED RUGBY FOR 18 YEARS—STILL ONLY 28

'JIM' Casey, the Royal Navy, Hampshire and United Services (Portsmouth) wing or centre threequarter, is a veteran rugby personality at 28! His rugby career started at the age of 10, when he was only slightly built but possessed an exceptional turn of speed and the ability to give and take a pass correctly.

But it is to the Royal Navy, which he joined in 1953, that he has given his rugby talents, which have appeared on grounds as far apart as Twickenham and in Canada. His progress in Navy rugby has, despite injuries which would have resulted in many players giving up the game altogether, marked him down as a club player second to none.

After representing the Navy and combined Services in Scotland, he played for the full Navy

Royal Navy Inter-Services match against the Royal Air Force, he sustained a broken jaw. However, he fought back to fitness, was included in the Navy side, and was also selected for the Combined Services team to tour Canada.

Casey revels in a game in which movement is paramount, and he recalls the match when United Services beat the powerful Northampton team containing Sykes, Butterfield and Jeeps by 12 points to 10, as the best match he has ever played in.

SPORTSMAN OF THE MONTH

side in the Inter-Services Championship in the 1958-59 season.

Once he had established himself in the team 'Jim' Casey was difficult to dislodge, and for the following three seasons he was an automatic choice.

When the Navy won the Inter-Services tournament in 1960/61, Casey sustained an ankle injury the evening before their last vital match. But his determination to play resulted in him passing a late fitness test, and appearing in the winning Navy side on the international ground at Twickenham.

That same season he became one of the many United Services players to have represented Hampshire in the County Championship games, and in 1964/65 he embarked upon his best season to date.

He is now playing regularly for the United Services (Portsmouth) side and for Hampshire, but four weeks before the first

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Petty Officer Wren is first winner of NATO award

THE Royal Navy and Royal Marines Sports Control Board has awarded the NATO Sports Trophy for the Royal Navy to a member of the Women's Royal Naval Service, 24-year-old P.O. Wren Deirdre Anne Watkinson for her Inter-Service athletics achievements in 1965. The trophy was given by NATO to be awarded for success in sports or military skills. The Royal Navy is presenting it annually to the individual or team whose achievements in Inter-Service Sport during the year are considered to be most meritorious. P.O. Wren Watkinson is the first winner.

P.O. Wren Watkinson whose home is now at 6 Keith House, Kent Street, Portsmouth, Hants (formerly of 52 Parham Road, Gosport) joined the Women's Royal Naval Service in June, 1963, in the Regulating category. Previously she had served in the W.R.A.F. as a physical training instructor. She is serving in the Duchess of Kent Barracks at Portsmouth.

NATURAL SPORTSWOMAN

Deirdre Watkinson is a natural sportswoman: athletics, hockey, squash, fencing, tennis, netball and badminton have all come easily to her. But it is as an athlete that she has excelled and it is this branch of sport which has led to the award to her of the NATO Sports Trophy.

Her interest in athletics goes back to her schooldays and her first success was in 1956 when she was in the Hampshire Schools team. Later, she joined the Gosport Athletics Club of which she is still a member. The distances in which she has specialised are 400 metres and 440 yards.

In 1965 her achievements in Inter-Service (R.N. - Army - R.A.F.) Combined Services and in National and International events were as follows: In the Inter-Service Women's Championships on July 14 she won all four of her track events and was in the R.N. women's team which won the relay race; represented the Combined Services against Hampshire County and Universities and won the 440 yards; represented London v. Lombardy and won the 400 metres; represented England v. N. Ireland v. S. Ireland and won the 440 yards; represented England again v. East Germany and won



P.O. Wren Deirdre Anne Watkinson — the Flying Wren — in a characteristic starting position

the 400 metres; and represented Great Britain three times, the first on July 30 v. Poland, when she came second in the 400 metres, recording her personal best time and the third fastest time in Europe this season, the second on August 11 v. Hungary, when she came second again in the 400 metres and third on September 26 v. West Ger-

many, when she won the 400 metres and was voted the Woman Athlete of the Meeting.

Vice-Admiral D. C. E. F. Gibson, Flag Officer Naval Air Command left England on January 19 for a 12-day tour of the Far East.

Sport in the West

THE Plymouth Command Championships were held at Brickfields on June 16. The weather proved to be the main hazard and affected the performances of the top athletes. Britannia Royal Naval College, Dartmouth, once again retained the team championships. The Inter Command Championships were held at Brickfields on June 26 with Portsmouth Command taking the Team Championships.

The Royal Navy were hosts to the Army in the Gymnasium, H.M.S. Drake on January 28, 1965, which resulted in a win for the Army by seven bouts to four. A.B. Fields (Ark Royal) went on to win the Inter-Service Boxing Association Championships. The Royal Navy will be hosts to the R.A.F. on March 9, in the Gymnasium, H.M.S. Drake.

DRAKE'S SECOND WIN

The Plymouth Command Novices' Championships were held in the Gymnasium, H.M.S. Drake on October 14, Drake winning the team championships for the second year running.

The Inter Command Novices' Championships were held in H.M.S. Victory, and the Plymouth Command team lost the championships to the R.M. Corps by one point.

The R.N. Open Individual and Inter Command Championships were held over two days in the Gymnasium, H.M.S. Drake on December 8 and 9. The finals proved to be an excellent evening's entertainment with some extremely hard-fought contests. The R.M. Corps wrestled the Team Championships from Plymouth Command with 32 points to 29.

CROSS-COUNTRY

The Plymouth Command Long Course Championships were run over the course at

(Continued in column 5)

NAVY RETURNS TO GREENLAND

TWELVE years after the last Naval contribution to Polar exploration (the British North Greenland Expedition) the Service is returning to Greenland. Nine members of the Royal Navy Ski and Mountaineering Club, together with a civilian geologist and cine-photographer and under the leadership of Lieut.-Cdr. M. B. Thomas, R.N., of Britannia Royal Naval College, Dartmouth, will be visiting Schweizerland, 66.30N, 37W., from mid-July to mid-September this year.

The remaining Service members are Lieut.-Cdr. C. M. Stocken, R.N. (Deputy Leader), Lieut. G. D. Keelan, R.M., Surgeon Lieut. I. D. Hay, R.N.R., A.A.I. P. J. Garden, C.Y. M. E. Collins, L.R.O. J. R. Corner, C.A.W.3 T. W. Kirkpatrick and Marine R. E. Twigg.

The main aims of the expedition are to explore and climb in a range of mountains previously unvisited, to carry out a programme of important geological work and to produce a 16 mm. film for general Naval publicity purposes.

(Continued from column 4)

H.M.S. Cambridge with B.R.N.C. once again retaining the team championships. The Inter Command Championships were run over this course on February 26, 1965, with Portsmouth Command winning the team honours.

The Plymouth Command Short Course Championships were run over the H.M.S. Cambridge course on October 27, B.R.N.C. once again retaining the team championships.

TETRATHLON

The Plymouth Command and R.N. Championships were held in H.M.S. Drake and Bickleigh on March 20 and 21. The total entry of 30 competitors, making 10 teams, competed in this arduous and not so well known sporting activity. It was encouraging to have a team of apprentices from H.M.S. Figgard participating, who eventually won the Plymouth Command Championships.

Schweizerland is an area of about 400 square miles between the coast and the inland ice-sheet. It consists of a host of shapely and precipitous rock-peaks 6-8,000 ft. high between which flow the numerous glaciers descending from the ice-cap. Although adjacent areas have been explored it is totally unvisited and has been mapped only from aerial photographs.

Climbing at this latitude is only practicable during the relatively warm summer months but access from the coast at this time is extremely difficult because of severe thaw conditions on the glaciers below about 1,500 ft. To overcome this difficulty it is intended to lay food and fuel depots during April, when the lower temperatures give hard snow surfaces and easier travel, using local dog-sledges and drivers for the purpose.

The three-man depot-laying party will leave on March 18 and return on completion and the main party will leave on July 11. Both parties will travel by sea to Iceland and thence by charter aircraft to Kulusuk, an airstrip on an island just off the East Greenland coast. From there the team will travel by boat to the head of Tassissarsik Fjord and will then face an arduous 50 miles to the base depot following a tortuous route over heavily crevassed glaciers, man-handling a sledge for their equipment.

The cost of the expedition, which is in the region of £3,500 is being raised from non-public funds and members are contributing two months' basic pay and ration allowance each.



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